

# RAILWAY AGE

The Standard Railroad WEEKLY for Almost a Century



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ATLANTIC CITY



Shop punched, or drilled on the job, wrought iron bars handle easily, speed fabrication.



Bridge crews report that wrought iron bars are easier, faster to position on ties.

## HOW BYERS WROUGHT IRON BARS SERVE BETTER—4 WAYS— IN BRIDGE TIE SPACER INSTALLATIONS

A better, more efficient way of handling bridge tie spacing operations is gaining acceptance in the Railroad Industry. This method utilizes wrought iron bars instead of 5 x 8 guard logs. Reports from users underscore four important advantages resulting from wrought iron bar installations:

1. Maximum durability and dependability in service exposed to severe corrosive attack.
2. Increased speed, ease, and accuracy during installation.
3. Elimination of one more fire hazard from bridge decks.
4. Removal of an annoying, work-interrupting stumbling block for trackmen.

There are two popular methods of fabrication. In one method, holes are punched on 4" centers, in the shop, to accommodate

variations in spaces between ties. Another technique is to drill holes on the job site. The bars are positioned, then drilled to match tie spacing. Wrought iron tie spacers measure approximately  $\frac{5}{8}$ " x 3" x 20'. Each bar weighs about 125 pounds.

Wrought iron's assignment to this service is sound engineering practice. The material's ability to resist the corrosive threat of drainage from refrigeration cars and passenger equipment has been proved in similar services. Wrought iron withstands shock and vibration. And its fabrication properties are excellent.

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In position, wrought iron tie spacers resist corrosive drainage—serve longer.

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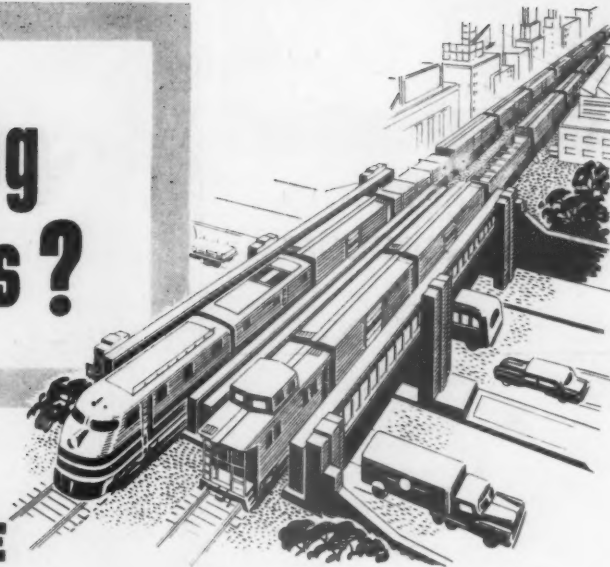


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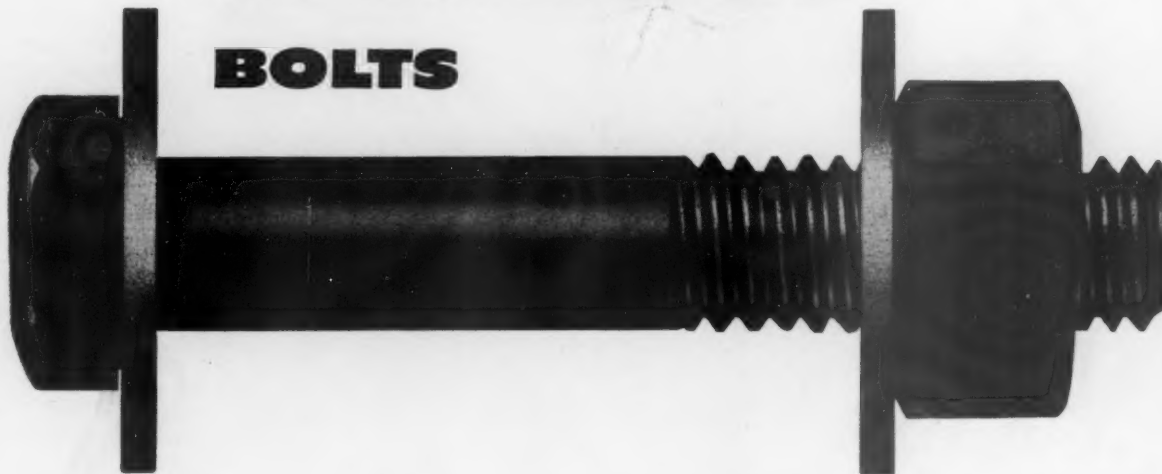
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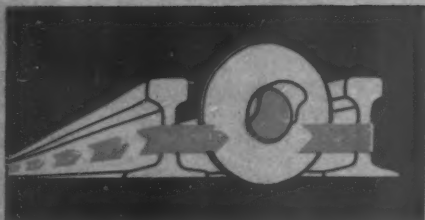
tempering, to conform to the requirements of ASTM Specification A-325. For additional information on high-strength bolting, see AREA Proceedings, Vol. 53. Or write to the nearest Bethlehem office.

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# RAILWAY AGE

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June 1, 1953

Vol. 134, No. 22

## Week at a Glance

**The I.C.C. Is in Greater Need of "overhauling" than the act under which it functions,** Senator Charles W. Tobey told a Rochester, N. Y., transportation conference, conceding, however, that some changes in the law itself are desirable. 11

**Alleged "Anti-Trust" Activities of the Department of Justice, which distinguished the Truman Administration, seem to be continuing unabated, with the recent filing of a suit against manufacturers of railroad car couplers.** 12

**The "Time-Lag Bill," to provide for faster rate increases, has successfully passed its first hurdle—a favorable report by the Senate Committee on Interstate and Foreign Commerce.** 13

**Railway Police Have Big Responsibilities — and big opportunities—in such comparatively new fields as checking of juvenile delinquency, investigation of new employees, and prevention of damage to freight.** 14

**A New Approach Is Needed to the problem of freight loss and damage prevention, railroad men concerned with the problem were told at A.A.R. section meetings in Chicago.** 15

**Express Business Will Be Continued, in something close to its present form, under a draft agreement of a proposed contract accepted by railroads handling over 95 per cent of express business.** 16

**Thanks Largely to Heavy Repair Programs, the total freight car supply is a little bigger than was the case a year ago.** 17

**More "Fringe Benefits" are sought by 15 "non-op" unions, in demands just served on the railroads.** 17



## Current Statistics

Operating revenues, three months	
1953 .....	\$ 2,595,586,715
1952 .....	2,587,830,490
Operating expenses, three months	
1953 .....	\$ 1,979,690,424
1952 .....	2,010,462,704
Taxes, three months	
1953 .....	\$ 310,779,045
1952 .....	316,080,653
Net railway operating income, three months	
1953 .....	\$ 251,457,554
1952 .....	218,894,422
Net income, estimated, three months	
1953 .....	\$ 186,000,000
1952 .....	145,000,000
Average price railroad stocks	
May 26, 1953 .....	66.59
May 27, 1952 .....	60.85
Car loadings revenue freight	
Twenty weeks, 1953 .....	14,168,311
Twenty weeks, 1952 .....	14,471,622
Average daily freight car surplus	
May 23, 1953 .....	41,254
May 24, 1952 .....	28,654
Average daily freight car shortage	
May 23, 1953 .....	2,446
May 24, 1952 .....	2,777
Freight cars delivered	
April 1953 .....	6,839
April 1952 .....	7,403
Freight cars on order	
May 1, 1953 .....	62,637
May 1, 1952 .....	108,270
Freight cars held for repairs	
May 1, 1953 .....	94,684
May 1, 1952 .....	97,566
Average number of railroad employees	
Mid-April 1953 .....	1,203,309
Mid-April 1952 .....	1,229,965

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

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## Week at a Glance CONTINUED

**A New "Piggy-Back" Car**, designed to permit side loading and unloading of highway trailers, has been designed by Pullman-Standard, for exhibition in model form at the coming Atlantic City conventions. **19**

**Another Receivership**—that of the New York, Susquehanna & Western—will end June 3. **88**

### RAILWAY AGE FORUM

**"Price Discrimination"** is a generally accepted practice in many lines of business; why not in transportation? **57**

**Problems Faced** by those whose business requires shipment of small lots of freight provide strong evidence of the need for less regulation of common carriers. **58**

**"To Hold, Recapture and Create** long-distance rail coach travel, by combining comfort and economy, are the triple objectives of the Budd Company's newly designed "Siesta Coach." **59**

**Drastic Operational Reforms** for the I.C.C. have been proposed by Commissioner Arpaia. **63**

**Passenger Service Is Important** on the Great Northern; good service has brought that company at least three tangible benefits. **64**

**Careful Analysis of Commuter Traffic** is helping the Erie cut its passenger deficit, by providing evidence for service adjustments. **68**

**"The Best Thing That Ever Happened** on this railroad," is what Bangor & Aroostook people are saying of their new system-wide radio installation. **70**

**To Speed Freight Traffic Through Houston**, the Texas & New Orleans is spending \$6 million on a modern pushbutton gravity yard. **72**

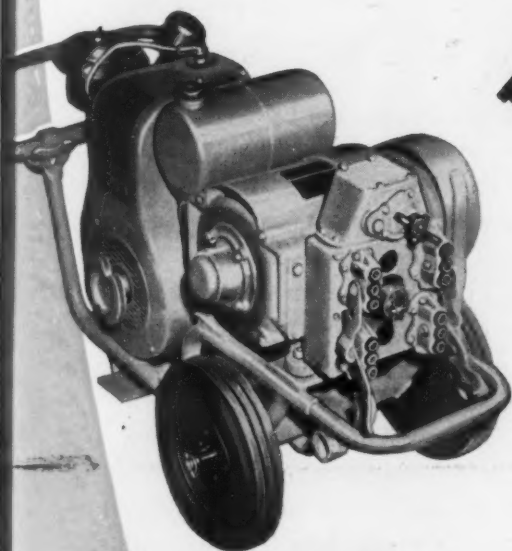
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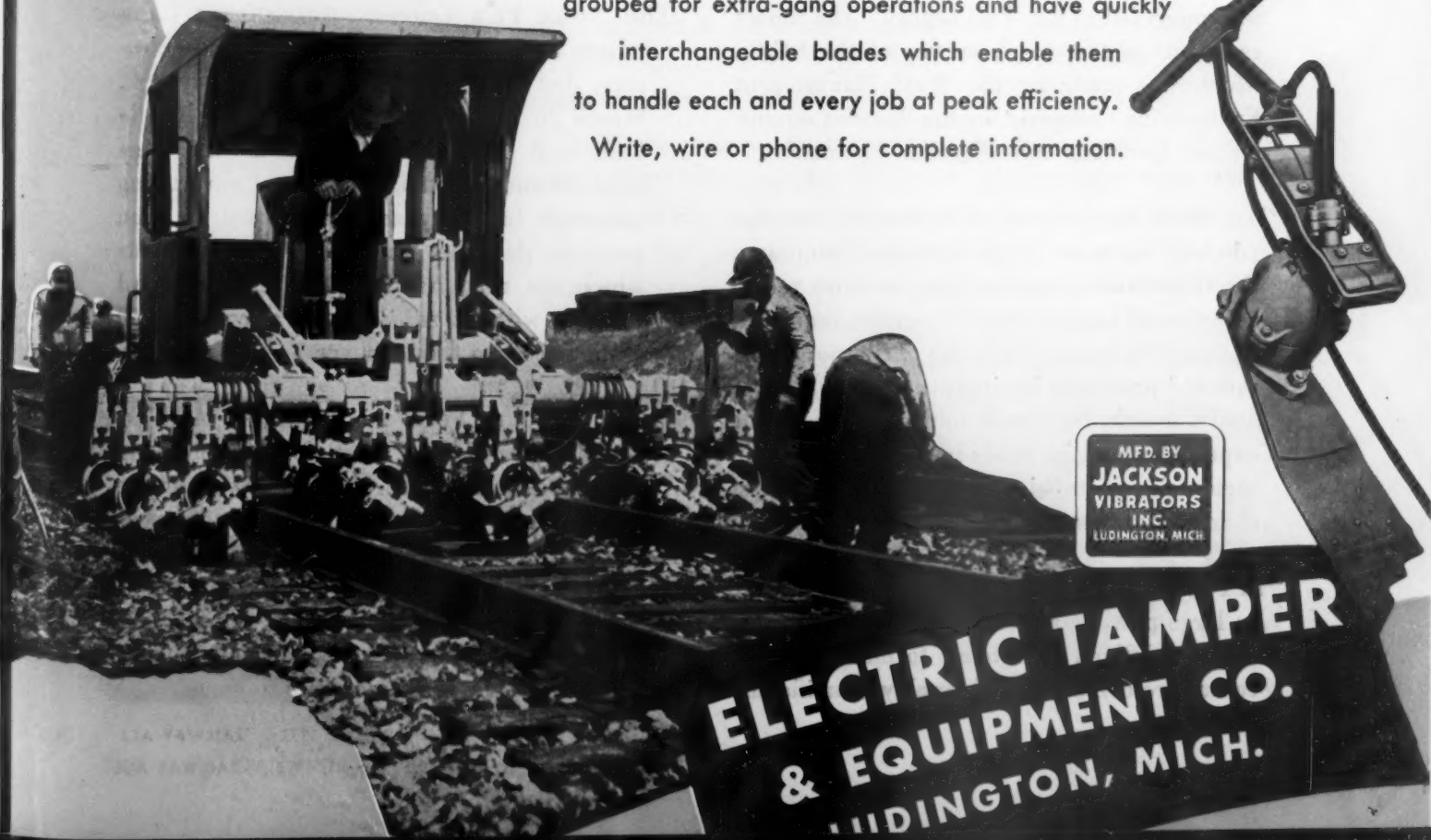
Model M-2 Power Plant serves 2 to 4 manually guided tie tampers. Rugged, compact and portable.

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## Week at a Glance CONTINUED

**A Carefully Planned Schedule** of gradual conversion enabled the Missouri-Kansas-Texas to change its steam locomotive repair facilities to diesel shops without interference with work on either type of power. **74**

**Canada's First Subway** is nearing completion at Toronto. **78**

### BRIEFS

**Reduced Furlough Fares** on railroads, for military personnel traveling in uniform at their own expense, have been extended to January 31, 1954. They had been scheduled to expire July 31.

**The I.C.C. Has Directed Its Chairman**, Commissioner Alldredge, "to prepare and submit to the commission at as early a date as possible a tentative plan of organization along the lines recommended in the Wolf report." The report came out of last year's survey of the I.C.C., which was made by the Wolf Management Engineering Company for the Senate Committee on Interstate and Foreign Commerce.

**"Too Much Regulation of Railroads"** is the editorial comment of the Chicago Tribune, on the Interstate Commerce Commission's recent rejection of baggage service charges requested by eastern roads. Said the Tribune: "The railroad passenger business, no longer a monopoly, is sick. Not much improvement can be expected when the roads have to go to Washington for permission to make the slightest changes in fares and operations."

**"In Post-War Years, Fixed Assets . . . consist**, in large part, of assets built or acquired with pre-war dollars. This tends to make the percentage return on capital employed artificially

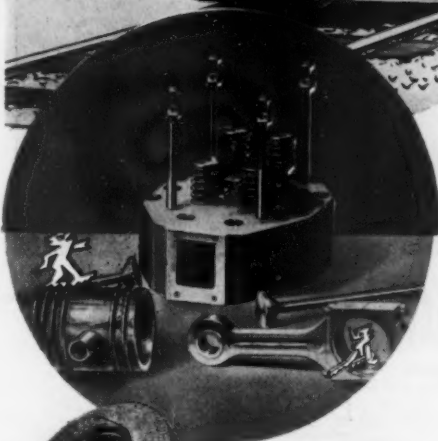
higher than it would be if related to replacement value of fixed assets. Consequently, with many firms the return on capital employed in post-war years no longer represents an adequate profit margin."—*E. G. Siedle, general traffic manager, Armstrong Cork Company, in an address to the Rochester, N. Y., Transportation Forum, May 21.*

**A "Whodunit" With Overtones** by Gilbert & Sullivan seems to be an increasingly fair description of the "damage" suit filed by Pennsylvania truckers against eastern railroads. One truck witness, for example, admitted that he and his wife, even though they were "in" the trucking industry, both got "irritated and angry"—even as you and I—when following a long line of trucks on a highway ahead of them. Another truck witness vigorously denied carrying truckers' campaign contributions to Pennsylvania political party headquarters "in a black bag." "No such thing," he insisted; "the money was in a light brown brief case."

**The Santa Fe's Current Advertising Campaign**, titled "America's New Railroad—Progress that Pays Its Own Way" (*Railway Age*, March 20, page 21) has been picked by the Federated Advertising Clubs as the best national and regional institutional advertising campaign for the year ending April 15. The program describes the many improvements which the road has made to its plant and services without subsidies of any kind and without cost to the taxpayer.

**North Dakota's Future** is bright, G. A. MacNamara, president of the Soo Line, told company stockholders. He referred to "vast lignite coal reserves and continuing oil and water-power developments." But he warned that publicity being given to oil production is leading to a false impression of traffic volume. The new wealth, he said, will not materially change Soo Line traffic for some years to come.





Precision construction . . . controlled density . . . uniform quality . . . self-contained sealing gaskets and many other WIX plus features add up to WIX Engineered Filtration. Whether for Lubricating or Fuel Oil, crush-proof, non-collapsible WIX Filter Cartridges show a decided dollars and cents advantage for you.

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### Make Dirty Oil Expensive

Grit, Dirt and Tarry Sludge are the invisible mites of wear that cost so much in maintenance and down time of Diesel Engines. Yes, Wearmites make dirty lubricating oil expensive . . . too expensive for any railroad.

WIX Engineered Filtration rids diesel lubricating oil of WEARMITES thoroughly, constantly, economically. And, you have in WIX Engineered Filtration, a selection of filtering media so that you may provide a "prescription formula" to suit your equipment, type of service or particular climatic conditions.

Keep the oil in your Diesel Locomotives free from Wearmites . . . you'll keep maintenance costs down and engine performance up. Write for complete information today!

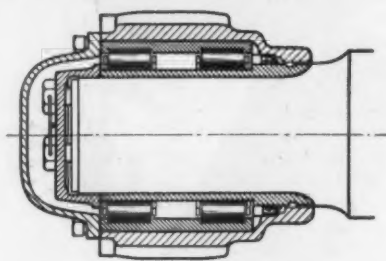
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## Here's the first Bower-Franklin journal box

You are cordially invited to inspect the Bower-Franklin roller-bearing journal box which will be on exhibit in Space 3 and 4, Section I, in Convention Hall, Atlantic City. The box on exhibit will be of the pedestal type, with a cut-away section showing the bearing in operation.



Journal boxes for the Bower-Franklin freight-car roller bearing are now coming off the production line at Franklin Balmar's Baltimore, Maryland, plant. The housing is symmetrical with respect to the horizontal centerline, and can thus be turned 180° in case of wear. The housing completely surrounds the outer race of the bearing itself.

Roller bearings for this box are being produced by the

Bower Roller Bearing Company of Detroit. These are of the straight type, with two rows of straight rolls running in single inner and outer races and are held in perfect alignment by a sturdy retainer.

Sales, service and application engineering are being handled by the Franklin Balmar Corporation. Additional information will be furnished on request.



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Rochester, N. Y., Democrat and Chronicle

**ROGER C. AVERY** (left), chairman of the Rochester Transportation Club's Educational Committee, greets Senator Charles W. Tobey just prior to the address in which the latter ad-

vocated "strengthening the membership of the Interstate Commerce Commission," and "an overhaul of its administrative machinery" in preference to "sweeping legislative changes."

## "Overhaul I.C.C., Not Law"—Tobey

But some "legislative action" is needed, senator concedes in address to Rochester transportation conference

"I do not feel that the Interstate Commerce Act requires radical revision at this time, because it has a built-in flexibility which permits the commission to adapt it to changing conditions. Of course there are constant questions coming to the attention of Congress, some of which require legislative action. And, similarly, there is much wrong with the commission's administration of the act. . . . By strengthening the membership of the commission, together with an overhaul of its administrative machinery, we shall go far to reduce the pressure for sweeping legislative changes which are not needed."

With that statement, Senator Charles W. Tobey (Rep., N. H.), chairman of the Senate Committee on Interstate and Foreign Commerce, concluded an address which was one of the high spots of a transportation conference and forum held at Rochester, N. Y., May 21-22, under the joint sponsorship of the Transportation Club of the Rochester Chamber of Commerce and the University of Rochester. Purposes of the conference, according to Roger C.

Avery, of the traffic department of Neisner Brothers, Inc., and chairman of the club's Educational Committee, were to emphasize the need for: (1) Continuing study of their field by men already engaged in traffic and transportation work; and (2) more formal educational background for men entering that field.

In addition to Senator Tobey's address, the two-day program included a discussion of the "small-shipment" problem, by Frank Ryan, of the Eastman Kodak Company's traffic department; addresses on the effects of rising costs, with E. George Seidle, general traffic manager of the Armstrong Cork Company, speaking for industry, and David I. Mackie, chairman of the Eastern Railroad Presidents Conference, for transportation; a report on tariff simplification possibilities, by Charles S. Baxter, chairman of the Railroads' Tariff Research Group; comments on "how shippers can assist carriers in bringing about better service," by G. Murray Campbell, vice-president of the Baltimore & Ohio, and Walter Mullady, chairman of the board of American

Trucking Associations; and a barefisted panel on transport regulation and competition. Participants in this panel were Robert S. Henry, vice-president, Public Relations Department, Association of American Railroads; Chester C. Thompson, president, American Waterways Operators, Inc.; James F. Pinkney, general counsel, A.T.A.; and Walter H. Johnson, Jr., secretary, American Airlines, with Sol M. Linowitz, Rochester attorney, acting as moderator.

### "Yes" to Limited Changes

Senator Tobey, while denying necessity for "comprehensive revision" of the Interstate Commerce Act, said he would "reply certainly yes" if asked whether the act needed "certain limited changes." "By and large," he said, the act "is a good piece of legislation . . . flexible enough to allow the commission sufficient administrative discretion to make necessary adjustments." But, he declared, it "has suffered from the administrative deficiencies which plague the commission today"—from "dissatisfaction with administration of the act by the commission," and from "procedural difficulties through which the commission labors in bringing forth its conclusions and decisions." In the senator's view, the "effective way of remedying the situation may be to attack these twin evils at their respective sources, that is, in the membership of the commission, and in the organization and procedure of the commission."

### Effect of Rising Costs

Rising transport costs, said Mr. Seidle, have stimulated American industry not only to make greater use of private transportation, and to use more care in selecting agencies of public transportation; but have led it also to make more use of industrial traffic departments; to change its inventory practices and materials handling methods; to decentralize its plants and warehouses, or to relocate them nearer to sources, or substitute sources, of supply; to consolidate small shipments into carload or truckload lots; and to become generally more "transportation-cost-conscious."

Mr. Mackie, following Mr. Seidle, pointed out that railroad transportation costs to the public have increased substantially less than wage and material costs borne by the carriers. "To the extent," he said, that rising costs "have confirmed [railroad] management's judgment to spend huge sums on technological improvements they have played a part in improving service. But in so doing they have sapped the sinews of our strength. Those sinews must be rebuilt and nurtured with ade-



quate earnings under a more modern philosophy of regulation if the railroad industry is to continue to provide the efficient and economical transportation service which our constantly expanding economy will require."

Mr. Campbell, while devoting most of his talk to operating relationships between shippers and railroads, suggested also that shippers "minimize time consumed in rate hearings"; "support railroad pleas" for improvement in regulation which is "restrictive," and railroad applications for abandonment of unprofitable services; advocate elimination of public subsidies to transportation "in any form"; and "support the policy that railroads are entitled to profits to encourage capital to be put into the business for its continued modernization and service improvement."

#### Small Shipments

"Both railroads and truck lines," said Mr. Ryan, in discussing the "small shipment" problem, "have a tendency to think in terms of carload or truckload shipments, and to try to handle small shipments in the same manner. Job simplification and motion economy offer two avenues of approach from the carriers' standpoint. But shippers, too, have a part to play. The problem will not be solved until carriers and shippers sit down across the table from

each other, with open minds and a determination to find a solution."

Mr. Baxter, in his address, reviewed the background of his group's work, and outlined some of the major problems involved in tariff simplification. The phase of their program "which has received first attention . . . the objective of completely uniform tariffs," is, he said, "less than five years away"; but he did not "hazard a prediction" as to prospects for tariff simplification in some "other vital areas."

The forum, which occupied the conference's second afternoon session, revolved mainly around the question of public subsidies to transportation.

Other speakers who appeared at various sessions of the conference were Dr. Erik Kjellstrom, economist, National Association of Manufacturers; J. Leo Cooke, past president, American Warehousemen's Association; and Walter R. Frizzell, of the legal staff of General Motors Corporation. Transportation club officers participating with Mr. Avery in conducting the conference were Edmund D. Katafiaz, club president, and traffic manager, Clapp Baby Foods Division, American Home Foods, Inc.; and William A. Carr, director of the transportation department of the chamber of commerce. Rochester University faculty members presided at the various business sessions.

## Whither Federal Regulation?

Interstate Commerce Commission practitioners are worried over the future of regulation as the commission staggers with its burdens

A starvation diet of appropriations plus acute indigestion from too much work—twin maladies of the Interstate Commerce Commission — were the main concern of the Association of Interstate Commerce Commission Practitioners at their annual meeting in San Francisco May 13-14.

Such concern was evident in resolutions adopted by those present (but still needing approval of a mail vote by the entire membership). And it was evident also in the featured talk by Commissioner Anthony F. Arpaia (abstracted on pages 63 and 85).

By resolution, members present sought to provide for a special committee on appointments of commissioners. They also approved a statement by a special association committee that termed adequate appropriations for the commission necessary "to the very existence" of effective federal transport regulation.

#### Transportation Panel

Facing a series of nine prepared questions that covered transportation user charges; "quickie" rate increases; modification of the rule of rate-making; repeal of the long-and-short-

haul clause; I.C.C. approval of new waterway projects; creation of the new cabinet post of secretary of transportation; transference of car service, safety and similar matters from the commission to the department of commerce, and extension of the commission's powers to cover all forms of transport—members of a special discussion panel came to no conclusive agreement.

Railroad spokesman was Robert M. Clark, representative of the president of the Santa Fe, who substituted for Jonathan Gibson, SF vice-president and general counsel, who was unable to attend. In advocating repeal of the long-and-short-haul clause, Mr. Clark termed the belief of inter-mountain area shippers that the clause is for their protection is "not well founded"; truck competition renders this protection unnecessary.

Other members of the panel expressed the opinion that the effort for repeal was a "bold display of a railroad attitude of disregard for the rights of others." James Sinclair, president of the Luckenbach Steamship Company, representing waterborne carriers on the panel, said that before

repeal would be accomplished there would be "blood all over the place."

Other panel members were: Giles Morrow, executive secretary and general counsel, Freight Forwarders Institute; James Pinkney, general counsel, American Trucking Associations; and George H. Shafer, general traffic manager, Weyerhaeuser Sales Company. Howard G. Freas, rate expert of the California Public Utilities Commission, was moderator.

A second panel group, made up of practitioners, discussed possible changes in functions and organization of the I.C.C., rules of procedure, etc. Members were in general agreement on most criticisms and suggestions made by Commissioner Arpaia in his talk.

Approximately 350 members from all over the country on hand for the meeting elected Mr. Freas as president to succeed Arthur H. Schwieter, traffic director, Chicago Association of Commerce & Industry. Wilbur LaRoe, Jr., of the law firm of LaRoe, Brown & Winn, was elected treasurer and Mr. Pinkney was elected secretary.

#### Anti-Trust Complaints Cite Coupler Makers, A.A.R.

An indictment charging six corporations and four individuals with violations of the Sherman Antitrust Act in connection with manufacture and sale of railroad car couplers was returned May 22 by a grand jury in the federal court at Cleveland. At the same time, the Department of Justice filed in the same court what its announcement called a "companion civil case," naming as defendants the same six corporations and the Association of American Railroads.

The announcement went on to explain that the civil case involves "the same activities charged in the indictment," and it "asks that the court enter a decree designed to restore competitive conditions in this industry." Companies and individuals named in the indictment are:

National Malleable & Steel Castings Co.; American Steel Foundries; Buckeye Steel Castings Company; Symington-Gould Corporation; McConway & Torley Corp.; Foundries Export Company; Wilson H. Moriarty, vice-president of National Malleable; James Suttie, vice-president of Steel Foundries and president of Foundries Export; Russell C. O'Kane, vice-president of Buckeye and of Foundries Export; and Hynes Sparks, president of Symington-Gould and secretary of Foundries Export.

"The indictment," as the D. of J. announcement summarized it, "charges that the defendants unlawfully conspired to prevent anyone other than the defendant manufacturers from making and selling couplers and coupler parts which had been adopted as standard by the Association of American Railroads, in part by securing and

pooling patents . . . and maintaining control . . . of drawings and gages necessary to production of said couplers.

"Further activities alleged . . . include the fixing and maintenance of uniform and non-competitive prices for couplers, coupler parts and yokes; division and apportionment among de-

fendant manufacturers of available business in couplers and coupler parts; exclusion of others from the manufacture and sale of certain types of yokes; division of world markets under agreements with certain foreign producers; agreements as to world prices; and exclusion of importations of couplers and coupler parts."

refunds, and provides that they shall be made by the carriers subject to rules and regulations prescribed by the commission. The original version provided for refunds "upon demand, without further action by the commission."

## House Advised to End I.C.C. Ban on Truck Trip-Leasing

The House Committee on Interstate and Foreign Commerce has reported favorably to the House the bill which would end the Interstate Commerce Commission's power to prohibit trip-leasing of motor trucks.

The bill is H.R.3203. While the reported version is somewhat longer than the nine-line original, it retains the latter's limitation on the commission. That provision reads as follows:

"Nothing in this part shall be construed to authorize the commission to regulate the duration of any such lease, contract, or other arrangement for the use of any motor vehicle or the amount of compensation to be paid for such use."

### Clarification

Other provisions of the amended version make it clear that the commission has authority to prescribe leasing rules and regulations not covered by this prohibition.

The movement to have this bill enacted got under way after the United States Supreme Court upheld the commission's order prescribing truck-leasing rules, including regulations which prohibit trip-leasing and rental payments of the revenue-splitting type. (*Railway Age*, January 19, page 45.). The commission and the railroads were among those opposing H.R.3203.

Before the House committee acted

## Time-Lag Bill Sent to Senate

Committee on Interstate and Foreign Commerce recommends enactment of amended version which would make fast-rate-increase procedure applicable to all carriers under I.C.C.

The Senate Committee on Interstate and Foreign Commerce has reported favorably to the Senate an amended version of the so-called "time-lag" bill, which is designed to assure prompt increases in rates as costs rise. The bill, S.1461, would require the Interstate Commerce Commission to act on a general rate-increase proposal within 60 days after its filing.

The amended version, which was approved by the committee at a May 27 meeting, extends the bill's coverage to all carriers subject to I.C.C. jurisdiction. The original version would have applied only to carriers subject to the Interstate Commerce Act's Part I, i.e., railroads, express companies, sleeping car companies and oil pipe lines.

### Other Amendments

Another committee amendment stipulates that increased costs, on which rate-advance proposals are based, shall,

in the case of freight forwarders, include increases in carrier rates resulting from provisions of the bill. Other committee amendments add requirements to the effect that rate-increase proposals and commission action thereon shall be calculated to "protect the public interest" as well as meet the carriers' revenue needs.

Meanwhile, the call for rates necessary to "maintain sound credit and attract equity capital" remains in the bill. And the committee did not add the amendment proposed by American Trucking Associations to require that a detailed schedule of proposed exceptions be submitted with every rate petition.

The final committee amendment was a rewriting of the provision for refunds in cases where interim rates are higher than those finally approved by the commission. The rewriting qualifies passengers as well as shippers for such



**BOUND FOR ATLANTIC CITY**, where it will be on display at the convention-exhibit of the Railway Supply Manufacturers' Association during the week of June 22, Fairbanks, Morse & Co.'s new "Trainmaster" all-purpose locomotive paused in Chicago for a private display.

The 2,400-hp. locomotive—described in detail by *Railway Age* November 24, 1952—was displayed at Union Station for a group of railroad officers and members of the press. First 10 units of the new freight and passenger locomotive will be delivered to the Lackawanna.



to make its favorable report, the commission modified the regulations to exempt farmer-owned vehicles from the

ban on trip leasing. It also ordered the regulations into effect September 1. (*Railway Age* May 25, page 10.)

## Operations

# More Jobs for Railway Police

Juvenile delinquency, checking of new employees, loss and damage prevention, all offer big opportunities

Responsibilities of railway police forces are expanding in every direction. To their traditional job of preventing theft and trespass they have taken on major roles in such diverse fields as prevention of freight loss and damage; protection of the railway from unfair claims; public relations—especially with youth; and proper use of railway equipment. These more recent concerns of protection men were featured subjects of discussion at the 33rd annual meeting of the Protective Section, Association of American Railroads, held in Williamsburg, Va., May 12-14.

John W. Smith, president of the Seaboard Air Line, addressing the annual dinner, pointed out that one of their principal "headaches" grows out of juvenile delinquency . . . ranging from simple trespassing to wanton destruction of property. . . . It is a problem that calls for unusual discernment in its handling." The Seaboard president also called attention to the fact that dollar volume of thefts on railroads was cut from more than \$3 million in 1947 to about one-third that amount in 1952—despite inflation of dollar value involved.

Characterizing the 9,000-odd enforcement officers on railways of the U.S. and Canada as "eyes and ears of management," C. H. Sauls, vice-president—operations, SAL, contended the police are in better position than almost any other department to report on service failures, because they have close physical contact with actual movement of traffic. By reason of their need for accurate information, fast, they probably know more than most railroaders about failures of "paper work" to attain those ends.

Additional duties given the property protection department on the Atlantic Coast Line were set forth by L. S. Jeffords, vice-president—operations, as general supervision of handling of l.c.l.; inspection of applicants for employment; safety programs; public relations to lift speed restrictions imposed by local ordinance; legislation; checking performance of train crews; making good will and solicitation contacts; making confidential surveys; and making collections for damaged property and equipment.

Mr. Jeffords pointed out that, during the past year, of more than 4,000 applicants for employment investigated

by ACL protection men, approximately 20 per cent were rejected as being undesirable. "Think what this means in relation to railroad operations—approximately one-fifth of prospective new employees eliminated in one year as bad risks, before they had an opportunity to become absorbed and demoralize railroad forces and activities."

W. T. Rice, general superintendent, Richmond, Fredericksburg & Potomac, emphasized that treatment of juvenile delinquency requires both good public relations and farsightedness. He urged that nothing be done to suppress the natural fascination which youth finds in railroading; that the young people be dealt with as groups which can be shown the workings of railroads under proper supervision.

Others who addressed the meetings were R. G. Vawter, general manager, Chesapeake & Ohio; Dr. T. J. Sinclair, manager, School & College Service, Public Relations Department, A.A.R.; and W. H. Schmidt, Jr., executive editor, *Railway Age*.

Presiding was retiring Chairman E. S. Glass, chief special agent, Norfolk & Western. Elected as chairman was T. W. Hamilton, superintendent police, Pennsylvania, and as vice-chairman, F. M. Ellis, chief special agent, Chicago & North Western. H. S. Dewhurst, continues as secretary.

## PRR to Spend \$300,000 On Commuter Service

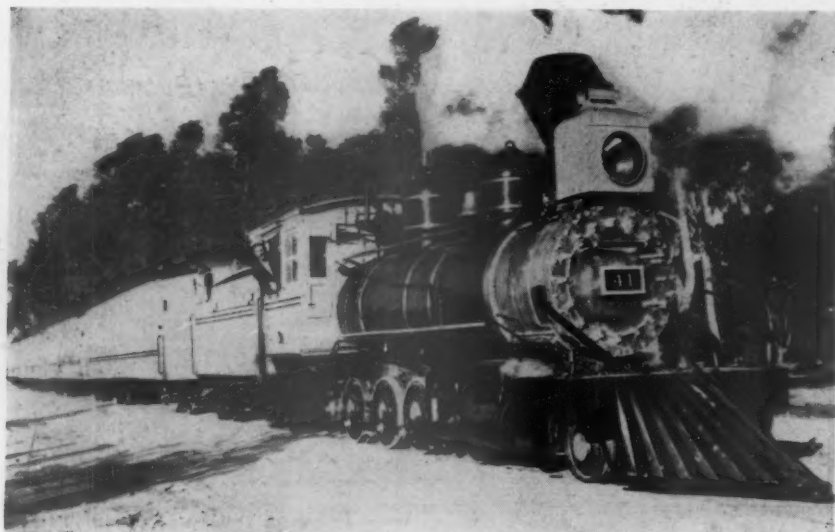
The Pennsylvania has announced for a \$300,000 improvement program on the main line and the West Chester branch, "to attract commuters and shoppers who now use other forms of transportation." Walter W. Patchell, PRR vice-president (passenger service), said the plans involve more trains, faster express schedules on the main line, and a general stepping-up of "off-peak" service; additional parking space at some stations; and track changes at Media and other work at Bryn Mawr so some trains can be turned at those intermediate points. Advertising and promotional activities will also be used.

Projected changes, Mr. Patchell said, are a result of intensive studies, lasting more than a year, of population trends and suburban services. T. J. Costello was recently appointed manager of suburban service and placed in charge of the program.

## Car Owners Will Vote On \$2.40 Per Diem

Railroad subscribers to Car Service Rules administered by the Car Service Division, Association of American Railroads, will vote on the proposal to increase the per diem rate for rental of freight cars from \$2 to \$2.40.

As reported in *Railway Age* May 25, page 7, the proposal was made



THIS EX-COLORADO narrow-gauge passenger train is in operation once more, this time on the "Ghost Town & Calico," a slim-gauge line main-

tained as a tourist attraction by Knott's Berry Farm, Buena Park, Cal., which is 25 miles south of Los Angeles.



by the A.A.R.'s Operating-Transportation Division. The decision to submit it to the car owners was made by the A.A.R. board of directors at its May 22 meeting in Washington, D.C. The vote, by letter ballot, will be on the basis of number of cars owned.

The board took no action with respect to another car-rental matter on its agenda, i.e., a proposal to raise, from six mills per mile to three cents per mile, the allowance paid by railroads for use of General American-Evans "DF" cars.

## Needed—A New Approach to L&D

"Traffic is being routed around terminals known for rough handling," railroads are warned at A.A.R. section meetings

"A new approach to loss and damage prevention is needed—we've pretty well run our course in lip service, and in use of bulletins and posters. A cinder-level approach is necessary. Damage is occurring not at headquarters, but out on the cinders," P. J. Lynch, vice-president—operations of the Union Pacific, told the first annual "Prevention Day" meeting of the Freight Loss & Damage Prevention Section of the Association of American Railroads in Chicago May 13.

This first annual meeting of the new section was marked by registration of 363 representatives of member roads. "The highlight of our first year is the increased tempo of prevention interest and activity demonstrated by both individual railroads and shippers," C. A. Naffziger, director, told *Railway Age*.

At the meeting, Mr. Naffziger commented that "on individual railroads the prevention force is often woefully small, while claim payments and cost of claim handling are large. It is a situation which calls for corrective action at the source: Prevention of loss and damage.

"As I see it, prevention has three fundamental phases: (1) finding the cause of loss or damage; (2) improving and expanding existing methods of prevention; and (3) finding new or improved methods of prevention."

### Not a Science

"It is doubtful if we will ever be able to get freight transportation down to a science such as would minimize occurrence of loss and damage," J. H. Aydelott, A.A.R. vice-president—operations and maintenance, told the gathering. "Our activities must, unfortunately, be carried on in the face of shifting traffic patterns, increased train speeds, larger cars, and more powerful locomotives—each adding to the problem of safe carriage of freight.

"Railroads are more properly organized today to conduct prevention campaigns than ever before, and the interest of shippers is evidenced by their stepped-up preventional activities in regional and national advisory board groups. Heartening also is the support of union leaders representing those employees having to do with the handling of carload and less-carload

freight. Shippers appreciate that, in the final analysis, they are assuming the cost of the freight claim bill."

"No class of railroad employee is so completely on his own as a switchman," Fred M. Wilson, of the Association of Western Railways, observed. "He has no eraser at the end of his signals. They must be right the first time. Greater cooperative efforts between railroads are necessary . . . It doesn't do any good to handle a car perfectly for 1,000 miles, then have the terminating line with a 20- to 30-mile haul over-impact the car. Traffic is being routed around terminals known for their rough handling—that means business is being lost by roads whose routes include such terminals."

"The problem of rough handling must be approached nationally," J. C. Grissom, superintendent transportation of the Louisville & Nashville and chairman of the special committee on prevention of rough handling, told the group. He outlined four causes of

rough handling which must be corrected before effective results can be obtained:

- "(1) Carelessness, due to lack of interest by both officers and employees;
- "(2) Inexperienced workers;
- "(3) Hurry, without due regard to proper switching practices; and
- "(4) Facilities and equipment which are not conducive to safe handling at proper coupling speeds."

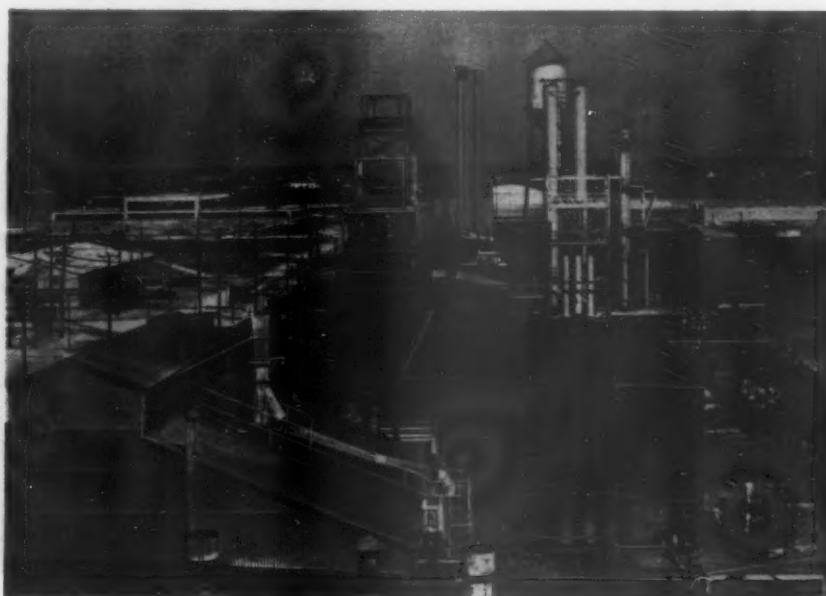
### Careful Handling Month

A four-point motion was passed by members of the group calling for:

- (1) Increased activity by railroads in arousing interest of supervisors in the rough-handling program;
- (2) Expansion by maintenance of way departments of programs for improving physical condition of yards;
- (3) Care by mechanical departments to see that cars approved for loading are in proper condition to handle lading properly; and
- (4) Designation by the railroads of "Careful Car Handling Month" to emphasize the need for constant alertness in avoiding rough handling.

"An unbiased survey of packaged freight showed that only 28 per cent of package freight claims paid were caused by improper handling," L. M. Olson, assistant to vice-president—operating department, of the Santa Fe, told the group, in calling for more attention to problems of proper packaging. Each railroad should "clean its own house first, then get after connecting lines and shippers who are not giving freight an even break on packaging."

Representing the Freight Loading & Container Bureau of the A.A.R., E. J. Dahill, chief engineer, cited a series of tests run by an electric



DOW CORNING, manufacturer of silicone insulations and silicone lubricants for tough temperature conditions, recently celebrated the tenth anniversary of its founding at Mid-

land, Mich. During this decade, the company has had an average growth of 40 per cent per year, or 4½ times that for the chemical industry as a whole.

utility based on impact records of shipments routed via different types of carriers. These tests demonstrated that each type of carrier experienced approximately the same number of shocks and jolts. The tests also showed that the handling of loads into and out of vehicles was responsible for as many shocks as actual transportation.

### Claims Continue Upwards

"The annual claim bill is on an upward trend," A. L. Batts, freight claim agent of the Atlantic Coast Line, and chairman, told members of the Freight Claim Section of the A.A.R., which held its 62nd annual meeting in Chicago May 12 and 14, bridging the companion meeting of the Loss & Damage Prevention section. "In 1952 there was a 4.9 per cent increase in number of claims filed and a 1.8 per cent increase in value of claims paid over the previous year. The ratio of claims payments to freight revenue increased from 1.11 to 1.17—a rate of increase which exceeded that of revenues."

Mr. Aydelott, reviewing the section's work, commented "We are making progress rather slowly in the development of required information concerning cause of damage to freight handled in carloads, largely because it is so difficult to obtain a clear picture of just what has taken place in any particular car during movement."

"The proposal which is now before shipper groups calling for preparation of an inspection report by consignees, with copies to shipper and railroad, is a sane and sensible approach. Even if carried out with something less than

complete coverage of all carload shipments in closed cars, the results will be beneficial. Claims paid on carload freight moving in closed cars represent about 85 per cent of the number and more than 80 per cent of the value of all freight claims paid."

Commenting on the growing problem of claims arising from alleged loss of grain in transit, Mr. Aydelott observed: "By some means we must improve conditions surrounding movement of bulk grains and products obtained from processing it. The movement is in such large volume that even small losses per car . . . total up to a large outlay of money in a year. There is reason to believe some of the scale weights supplied in connection with these commodities do not have the integrity they are assumed to carry." The special committee on grain loss reported that several carriers have found it advantageous to

have their traveling representatives actually check official weight records.

### Salvage Credit

A recommendation concerning division of salvage credit between roads participating in individual claims was adopted to limit "selling expense" credit taken by terminating lines to 15 per cent of salvage realized. In practice, individual roads have been claiming from 10 to 40 per cent of realized salvage as "selling expense," thereby increasing loss sustained by other participating roads.

Elected as officers of the Freight Claim Division for the coming year were: E. W. Thomas, general freight claim agent, Santa Fe, chairman; O. J. Wullstein, general claim agent, Union Pacific, first vice-chairman; and C. E. Thrasher, general freight claim agent, Baltimore & Ohio, second vice-chairman.

## Railroads Will Continue REA

I.C.C. advised that carriers have accepted a draft agreement which would keep express agency in business beyond February 28, 1954

Representatives of railroads handling more than 95 per cent of the country's express business advised the Interstate Commerce Commission last week that they have accepted a draft agreement providing for continuance after February 28, 1954, of the present type

and scope of national express service by the Railway Express Agency.

Execution of a final contract is subject to formal approval of the boards of directors or other controlling authorities of the individual railroads. When the new contract is formally approved, application will be made to the I.C.C. for approval of the pooling arrangements provided in the accepted draft.

Announcement of acceptance of the plan was made to I.C. Commissioner James K. Knudson, during the course of a commission hearing on express rates. Mr. Knudson said this indication that REA will be continued in business after February 1954 will enable the I.C.C. to proceed with matters now pending before it which also affect the future of the agency.

"It is hoped," he continued, "that this announcement will encourage all elements of labor and management concerned with the business to re-survey operating methods that will strengthen this important transportation facility."

In announcing railroad approval of the new REA agreement, W. B. Johnson, assistant general counsel of the Pennsylvania, said:

"On May 4th, in response to an inquiry from the bench, it was announced that a special committee of nine members of the board of directors of the express agency had recommended to the entire board a complete draft of proposed new agreement between the railroads and the agency, and that the board had directed that the draft be distributed to the railroads for their consideration."

"On May 26th, authorized representatives of railroads accounting for more than 95 per cent of the gross less-carload rev-



**RESERVATION CLERKS** at the revolving ticket tables for the new pre-printed space tickets sold in the ticket facility recently installed by the New York Central in Cleveland Union Terminal. The Pennsylvania has in-

stalled a similar facility in a new Pittsburgh office (*Railway Age*, May 18, page 144). The view here is from the rear of office toward main sales counter. Space available is indicated on board in upper center.



enues of the agency executed statements of acceptance of a draft of new contract, subject to formal approval of the boards of directors of their respective companies or of other authority as may be required. They also agreed to recommend that their companies take formal action necessary to express assent to the pooling arrangement provided in the draft of new contract and to appoint agents and attorneys in fact to sign and prosecute an application to the I.C.C. for the approval necessary to make the new agreement effective.

"Since, as I have indicated, the boards of directors of the railroads have not yet authorized execution of the new agreement, it is still inappropriate—and would be presumptuous—to make any statement concerning the specific provisions of the new agreement. It can be said, however, that the accepted draft provides for continuance after February 28, 1954, of the present type and scope of national express service by the express agency, under a pooling arrangement generally similar to that now in effect."

## Labor & Wages

### "Non-Op" Unions Would Improve "Fringe Benefits"

Fifteen unions representing non-operating railroad employees have served demands for more favorable arrangements with respect to vacations, holidays, health benefits, and pass privileges. The movement was launched May 21 with an announcement made in Washington, D. C., by the chairman of the "non-op" national conference committee—G. E. Leighty, who is also president of the Order of Railroad Telegraphers.

"Fringe benefits" was what Mr. Leighty called proposals involved in the demands; and he said they were "long overdue on the railroads," since "workers in other industries have enjoyed them for a long time." No change in wage rates is proposed because the moratorium in present wage agreements runs until October 1.

The unions' proposals are as follows:

**Vacations:** Effective in 1954, five days with pay for employees with a year of service; 10 days for those with two years of service; 15 days after five years of service; and 20 days for all with 15 or more years of service.

**Holidays:** Seven holidays off with pay each year. Work performed on a holiday to be paid for at double the regular rate, with a minimum of eight hours, in addition to the regular pay for that holiday.

**Health and Welfare Plans:** Life insurance in an annual amount equal to the employee's full-time annual earnings, with a minimum of \$3,500, plus surgical care and benefits for each employee and his immediate family—all costs for this program to be paid by the carriers.

**Premium pay for Sundays:** Time and one-half for employees who work on Sunday as part of their regular assignment, and double time where Sunday is the regu-

## Repair Work Keeps Up Car Fleet

Gass notes how improved bad-order situation has been big factor in gain over 1952

Railroad efforts to "maintain and improve" the freight-car fleet "are evidenced by the fact that almost 34,000 cars were given heavy repairs in April," according to the latest review of "The National Transportation Situation" issued by Arthur H. Gass, chairman of the Car Service Division, Association of American Railroads.

Mr. Gass noted that the May 1 total of serviceable cars owned by railroads and their car-line affiliates was 7,423 cars in excess of the total a year earlier—1,752,800 cars compared with 1,745,377 cars. During the same period, total ownership had risen only 4,541 cars, but the bad-order total had dropped by 2,882 cars.

The C.S.D. chairman also called attention to the fact that Class I roads and their car-line affiliates installed 6,095 cars in April, which was equivalent to almost 90 per cent of the month's production of 6,839 cars. "This," he added, "is proportionately much greater than for any of the past nine months, during which period deliveries to the Army, Navy and private car lines were greater than normal."

In his review of equipment conditions by types of cars, Mr. Gass reported that "old grain," to which the Commodity Credit Corporation got title when loans expired April 30, is now starting to move and is expected to continue with the new grain harvest. He appraised the situation as one which indicates "a tremendous task ahead of the railroads to adequately meet the requirements of their customers."

### Average Shortage

The average daily shortage of high-grade and 50-ft. box cars for the week ended May 9 was 1,120 cars. Rough box cars, of which there have been surpluses, "are being repaired and upgraded where practical to apply on higher class loading."

Meanwhile, the watermelon harvest in the Southeast "is progressing satisfactorily," requirements for auto box cars are being "fully met," there has been a surplus of stock cars, and supplies of refrigerator cars "are sufficient

for current demands." As to hoppers, there have been some recent indications of "tightening" in the supply, while requirements for gondolas are "gradually increasing."

There have been recent shortages of plain flat cars, particularly in the Middle West, while requirements for special-type flats "continue very heavy." The latter is true also of covered hoppers.

### Detention Reports

Detention reports from railroad agents in 736 cities indicated that cars detained beyond free time of 48 hours averaged 15.85 per cent of those placed in April. That compared with 15.47 per cent in March and 14 per cent in April 1952.

Net ton-miles per serviceable car per day averaged 945 in March, which was lower than March figures of the previous three years. "This," Mr. Gass said, "is the normal result of the easier car supply that has existed for the past several months."



SIX "GUNS" at three different levels spray a deadly mist on brush and weeds along Canadian National right-of-way. Chemicals harmless to domestic

animals and game are used. The "spray trains" include supply cars and sleeping and feeding units, a spray car, locomotive and caboose.



## ANOTHER 40-YEAR MAGAZINE

Two weeks ago *Railway Age* noted that the Milwaukee Road Magazine, with its April issue, had reached its 40th year of publication.

J. Lloyd Burrell, editor of the Central of Georgia Magazine, now tells us his publication beat the Milwaukee to the 40-year wire by a one-month margin, completing its 40th year of continuous publication with its March issue. For many years the periodical was known as *The Right Way*, but the present name, Central of Georgia Magazine, was adopted in April 1930.

lar rest day. All service beyond eight hours on Sunday to be at double the regular rate.

Free transportation: All employees of railroads, terminals and other joint facilities, the Pullman Company, and Railway Express Agency, to have regular pass privileges, based on length of service.

## Figures of the Week

### Freight Car Loadings

Loadings of revenue freight in the week ended May 23 totaled 769,618 cars, the Association of American Railroads announced on May 28. This was a decrease of 10,187 cars, or 1.3 per cent, compared with the previous week; an increase of 7,913 cars, or 1 per cent, compared with the corresponding week last year; and a decrease of 42,181 cars, or 5.2 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended May 16 totaled 779,805 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, May 16			
District	1953	1952	1951
Eastern .....	136,741	128,384	139,506
Allegheny .....	138,546	156,574	169,176
Poconchos .....	55,934	52,212	61,258
Southern .....	129,161	126,387	129,772
Northwestern .....	127,559	124,480	131,015
Central Western .....	115,108	109,852	117,813
Southwestern .....	56,756	56,559	60,935
Total Western Districts .....	299,423	290,891	309,763
Total All Roads .....	779,805	754,448	809,475
Commodities:			
Grain and grain products .....	40,613	42,234	42,962
Livestock .....	8,095	8,198	8,239
Coal .....	127,460	117,485	134,167
Coke .....	14,168	14,558	16,800
Forest products .....	44,950	40,811	49,077
Ore .....	87,741	86,427	84,816
Merchandise i.c.l. .....	69,531	71,694	76,416
Miscellaneous .....	387,247	373,041	396,998
May 16 .....	779,805	754,448	809,475
May 9 .....	765,411	719,859	808,127
May 2 .....	781,499	744,724	803,337
April 25 .....	779,804	779,489	824,662
April 18 .....	751,628	735,069	810,022
Cumulative total 20 weeks .....	14,168,311	14,471,622	15,067,093

**In Canada.**—Carloadings for the seven-day period ended May 14 totaled 80,473 cars, compared with 79,492 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 14, 1953 .....	80,473	33,036
May 14, 1952 .....	81,036	32,293
Cumulative Totals:		
May 14, 1953 .....	1,399,809	608,311
May 14, 1952 .....	1,462,110	661,486

## Organizations

### RR Public Relations Group To Hold Annual Meeting

The Railroad Public Relations Association will hold its first annual meeting June 8-9, at the Edgewater Beach Hotel, Chicago. William G. Werner, president of the Public Relations Society of America and manager of public relations of Procter & Gamble Manufacturing Co., will speak at the annual dinner on "This Thing Called Public Relations."

"What's Ahead—A Challenge to Railroad Public Relations," will be pictured by James G. Lyne, editor of *Railway Age*, at the June 8 luncheon session. "Media Looks at the Railroads" will be presented by Nancy Ford, transportation editor of the Wall Street Journal, and by Vincent S. Jones, of the Gannett newspapers. K. C. Ingram, assistant to president, Southern Pacific, will describe "Public Relations Training for Employees," while Col. Robert S. Henry, vice-president, Association of American Railroads, will talk on "PR on the A.A.R."

Another feature will be "Workshop Smorgasbord," with talks by F. V. Koval, Chicago & North Western; G. H. Kneiss, Western Pacific; Ann Stevenson, Chesapeake & Ohio; R. F. Blosser, New York Central, and B. E. Young, Southern. There will be a "Cracker Barrel Conference" (audience analysis and discussion by individual groups of selected public relations officers) and—after the meeting officially adjourns—a motion picture session featuring three highway test films, including the much-talked-of "Maryland Road Test No. 1."

### Safety Section to Get "On the Ground" Viewpoint

Members of the Safety Section of the Association of American Railroads, meeting at the Statler Hotel, St. Louis, June 2-4, will get a picture of "on the ground" thinking when the Superintendents Association of the St. Louis-E. St. Louis Terminal District presents a special program.

Under the leadership of Karl F. Brosend, superintendent, Alton &

Southern, short talks on safety will be presented by a cross section of St. Louis area railroad employees, including a Wabash engine man, a St. Louis-San Francisco switchman, a Terminal Railroad Association stores clerk, an A&S switchman, a Southern car inspector, a Missouri Pacific freighthouse foreman and others.

Clark Hungerford, president of the Frisco, and Robert J. Bayer, editor of *Traffic World* also will speak during the three-day meeting. Lt. Roland Schumacher, supervisor of safety of the St. Louis police department, will be guest speaker at a luncheon session on June 2. J. H. Aydelott, vice-president, A.A.R., will be another speaker, as will Dr. T. J. Sinclair of the A.A.R.'s School and College Service Section of the Public Relations Department, and H. H. De Berry, assistant general manager, St. Louis-San Francisco.

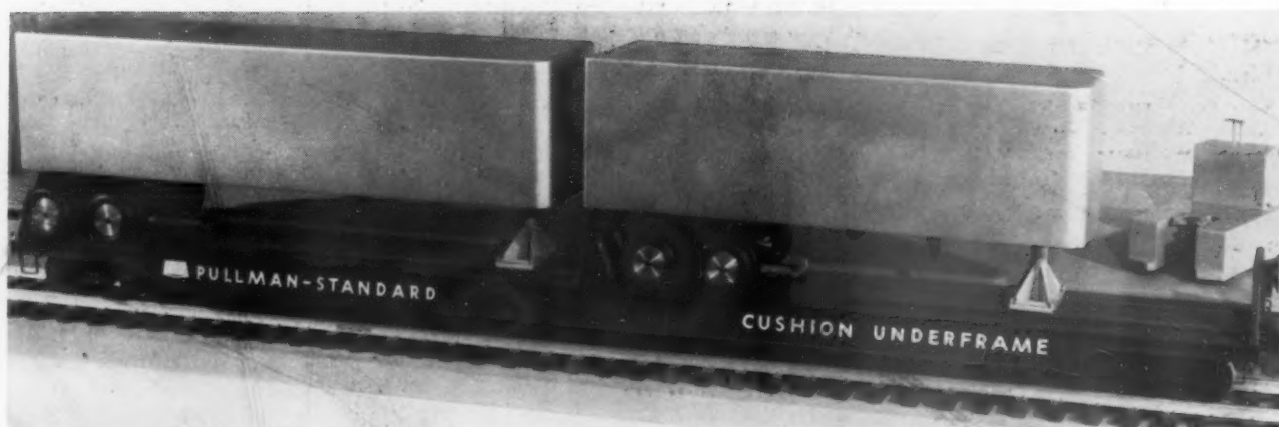
Members of the **Traffic Club of Chicago** will make a trip through the Peoria (Ill.) plant of the Caterpillar Tractor Company on June 9. Arrangements have been made for a special train—furnished by the Rock Island—to leave Chicago about 8 a.m. and return about 6:45 p.m. A "Continental Breakfast" will be served aboard the train. The road and the manufacturer have been designated as official hosts of the day.

The **Metropolitan Maintenance of Way Club** will hold its annual outing June 4, at the Out O'Bounds Aero & Golf Club, Suffern, N.Y. Sports start at 10 a.m. and a buffet luncheon will be served at 1:30 p.m.

The 91st regular meeting of the **Pacific Coast Transportation Advisory Board** will be held June 11-12, at the Biltmore Hotel, Los Angeles. Judge Wilson McCarthy, president of the Denver & Rio Grande Western, will be guest speaker at a luncheon meeting on the 12th. His subject will be "Early Railroads of Colorado."

The **New York Chapter of Delta Nu Alpha Transportation Fraternity** will hold its annual dinner meeting and installation of officers on June 3, in the Park Sheraton Hotel, New York. "Relationship of Commodity Descriptions to Tariff Simplification" will be the subject of an address by Charles S. Baxter, chairman of the Railroads' Tariff Research Group.

The next regular meeting of the **Railway Air Conditioning Club** will be held June 10, in the Mayflower Hotel, Jacksonville, Fla., at 10 a.m. A paper on "Multivalent Panels and Air Distribution for Passenger Cars," by George Raider of the Pyle National Company, is scheduled for the morning period. In the afternoon Henry Jensen, chief engineer of the C&D Battery Co., is scheduled to present a paper on "Construction and Applications of the C&D Battery." (Continued on page 86)



## "Piggy-Back" Car Loads over Sides

Special flat car, developed by Pullman-Standard, would permit selective handling of truck trailers

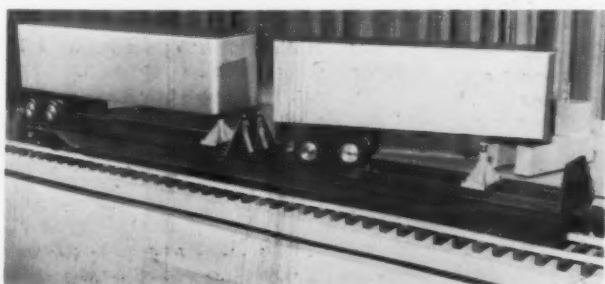
A completely new system for handling highway truck trailers on railroad flat cars has been developed by the Pullman-Standard Car Manufacturing Company, and will be exhibited at the Atlantic City convention by means of the scale models illustrated herewith.

This Pullman-Standard system is de-

signed to eliminate the time-consuming characteristic of "circus-type" serial loading and unloading over the end of cars, which is currently employed by most railroads operating such services. It proposes the use of a new type cushion underframe flat car with built-in hold-down devices that are applicable to most existing truck trailers.

A side loading system will permit selective loading and unloading of truck trailers, enabling the important trailers to be loaded last and unloaded first—a procedure which is impractical with end loading.

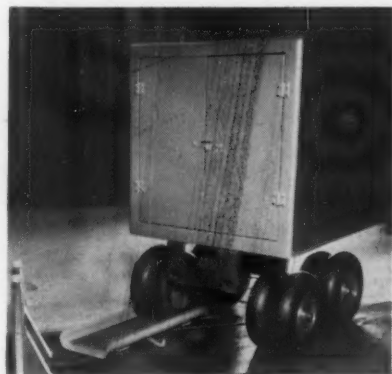
The recommended flat cars are 75 feet long, capable of accommodating two standard 35-ft., cross-country type trailers. When loaded, locked and ready to roll, each car has a center of gravity equivalent to a similarly loaded box car, Pullman-Standard engineers report.



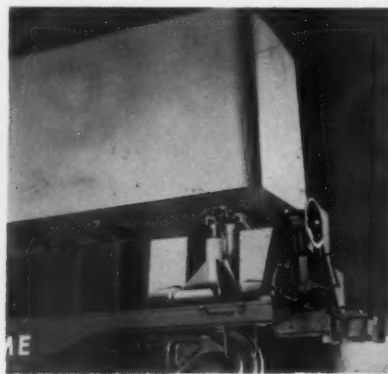
A SPECIAL-PURPOSE lift truck provides motive power for transferring trailers to or from the loading dock.



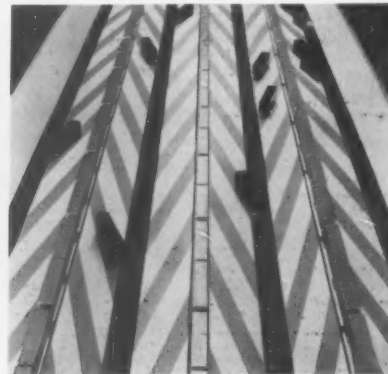
TRAILERS are locked to solid bumper-like bulkheads, with the king pin locked into an adjustable center stanchion.



A SWIVEL PLATE facilitates backing the trailer onto the car. Latches on bulkhead engage locks at rear of trailer body.



THE SPECIAL-PURPOSE lift truck is designed to engage the trailer at the king pin for movement onto or off of the railroad car.



OUTGOING TRAILERS are assigned one color loading lane; incoming trailers another, under a simple traffic control plan.

# BIG SAVINGS

## on a SHORT LINE!

### HOW GM DIESEL LOCOMOTIVES PAY OFF FOR THE A. & L. M.

When the Arkansas & Louisiana Missouri Railroad "went Diesel" three years ago, Vice-President R. F. Humble sought advice on motive power from the top mechanical people of the larger railroads in his area.

The word he got everywhere was, "Better make it General Motors locomotives." Lots of good reasons were advanced, but the primary point stressed by all was the advantage of dealing with *one manufacturer* who designs and builds the unit complete—and backs it with a *single responsibility*.

Three General Motors 124-ton Switchers have been delivered to the A. & L. M.—a 1,000 H.P. unit late in 1949, a 1,200 H.P. unit early in 1950, and

a second 1,200 H.P. unit in January, 1952. With two units, the road operates one train a day from Monroe to Crosset (53 miles) and return, and another train a day from Monroe to Bastrop (23 miles) and return. The third locomotive operates in 16-hour-a-day switching service, seven days a week, at Bastrop.

The main items handled are pulp wood, outbound paper products, steel products, food stuffs, building materials, chemicals, and petroleum products. About one-third of the A. & L. M. track is 90#, the remainder being 60# and 70# well-supported rail.

### LOOK AT THE SAVINGS

The story of General Motors Diesel economy on the A. & L. M. is clearly told in the following figures, showing that cost per 1,000 gross ton miles with the Diesels averages *less than one-fourth what it was with steam engines*:

## ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY

### STATEMENT OF COMPARATIVE OPERATING COSTS — DIESEL VS. STEAM LOCOMOTIVES IN ROAD SERVICE

(Total cost for repairs, fuel, water, supplies, enginehouse expense, insurance, taxes and depreciation)

	STEAM (5-year Average 1945-1949)	GM DIESEL (2½-Year Average 1950-6 mos. 1952)
Total Cost (Annual)	\$68,497.77	\$26,374.72
Average Gross Ton Miles (Annual)	28,386,500	49,257,700
Cost per 1,000 Gross Ton Miles	\$2.413	\$0.535
Savings per MGTM		\$1.878
Average Annual Train Miles	50,578	48,591
Average Cost per Train Mile	\$1.354	\$0.543
Savings per Train Mile		\$0.811





On the A. & L. M., as on many short lines, 1200 H.P. General Motors units easily handle maximum tonnage and speed requirements, with a big saving in cost. And 800 H.P. 115-ton units are available to handle lighter requirements even more economically.

#### LOWER COST MAINTENANCE

One great advantage of General Motors locomotives in short-line service—and on trunk lines, too, for that matter—is the basic simplicity of the GM 2-cycle Diesel engine, with its easy accessibility for maintenance and servicing. For example, two men can remove and replace an EMD cylinder head, liner and piston in not over 3½ hours *without* the use of an overhead crane.

Moreover, many parts and components are interchangeable between models. Pistons, liners, rings and other wearing

parts fit all sizes of General Motors locomotives—and only one size traction motor is used. This unique standardization, plus Electro-Motive's high volume manufacturing efficiencies, means replacement parts *cost less*—for the short line as well as the trunk line—and railroads can operate with smaller stocks of spares. Both new parts and factory-rebuilt components, fully modernized and warranted as new, are readily available through Electro-Motive's nationwide network of Factory Branches and Parts Warehouses.

If you are thinking of dieselizing your line, it will pay you to get all the facts about General Motors Diesel locomotives. Men with the world's widest experience in railroad Diesel application will prepare tonnage rating surveys and motive power analyses for you—*without obligation*. Write, wire or phone today if you'd like to have an Electro-Motive representative call.

**ELECTRO-MOTIVE DIVISION**  
GENERAL MOTORS

**GENERAL MOTORS**  
LOCOMOTIVES

La Grange, Illinois • Home of the Diesel Locomotive • In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario

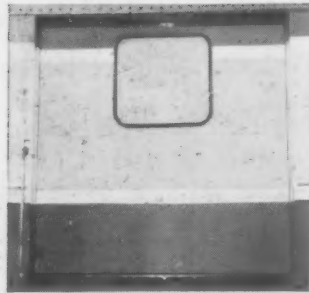
# MET-L-WOOD

METAL BONDED TO PLYWOOD

## DOORS

- ★ LIGHT...TOUGH...
- DURABLE
- ★ NO THROUGH-BOLTS
- NO WARPING
- ★ NO TWISTING
- NO SWELLING

### BAGGAGE AND POSTAL CAR DOORS



Completely weatherproof Met-L-Wood doors effectively prevent internal rust and rot...and their tough, smooth surfaces stay new-looking for years. Stainless steel channels along bottom edges of sliding doors are rustproof...virtually wearproof. All-rubber window sash installed or removed in minutes...rattleproof...water- and weatherproof. Available in full width and split types... sizes to meet all needs.

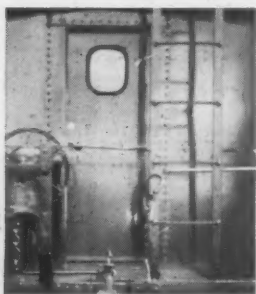
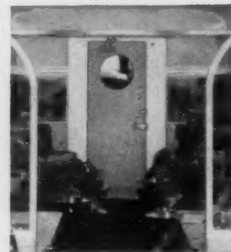


#### Exclusive Split Door Seal

Drawing above shows simple Met-L-Wood Split Door Seal which assures weather- and watertightness for years of continual use. Seal also provides effective cushion when closing split doors.

### PASSENGER CAR END, VESTIBULE, INTERIOR DOORS

Sound-deadening, insulating, vibration-damping Met-L-Wood doors for passenger cars add to service life, cut deadweight... Combine modern, clean-line beauty with great strength and durability. Furnished for manual or automatic operation, with or without hardware assembly. Tapping plates for hardware are built into doors... invisible additions to strength and trouble-free service life. Sizes and types to fit all requirements... exact dimensions insure quick assembly and perfect fit. Door thicknesses from 1/2" up, as required.

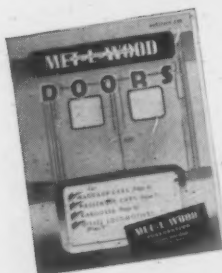


### CABOOSE DOORS

Met-L-Wood caboose doors are built to last the life of the caboose—and to give trouble-free service the whole time. Weather-proof, warp-proof, rot-proof doors can be provided with or without stationary windows in all-rubber sash or with standard drop sash. Available with or without hardware. In all sizes to exactly meet specifications.

### DIESEL LOCOMOTIVE DOORS

Widely used by builders on new locomotives, Met-L-Wood doors guarantee trouble-free operation of end and interior doors on diesel road locomotives and cab doors for diesel switchers. Furnished to exact dimensions, with or without windows; either with hardware installed, or with tapping plates placed for hardware assembly on the job.



#### Write for this Bulletin

Met-L-Wood Bulletin 520 gives the complete, illustrated story on Met-L-Wood doors for railroad uses... shows construction details, describes standard and special types and sizes. Your copy sent free upon request—write for it today.



**MET-L-WOOD**  
CORPORATION

6755 W. 65th Street  
Chicago 38, Illinois

**MET-L-WOOD • STRONG... LIGHT... Smooth Finish... Sound Deadening... Fire-Resisting... Insulating**

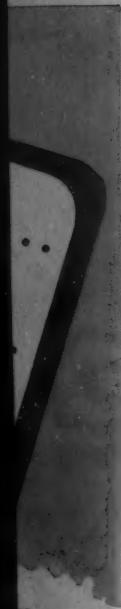
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WAY AGE

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roof

Many, many years ago, out of the minds of the men who conceived Standard's railroad laboratory came the idea for a metal watershed applied beneath the wooden roof as an added protection to lading. This was the forerunner of today's steel roof.

Later applied to the exterior, this metal roof, through constant improvement, became Standard's *Diagonal Posel Roof* with a much broader purpose than mere lading protection, for today it is a structural part of the car...



**BOTH PRODUCTS OF Standard's RAILROAD LABORATORY**

a powerful example of the value of Standard's railroad laboratory as an investment for and in the future of railroading.



**Standard**

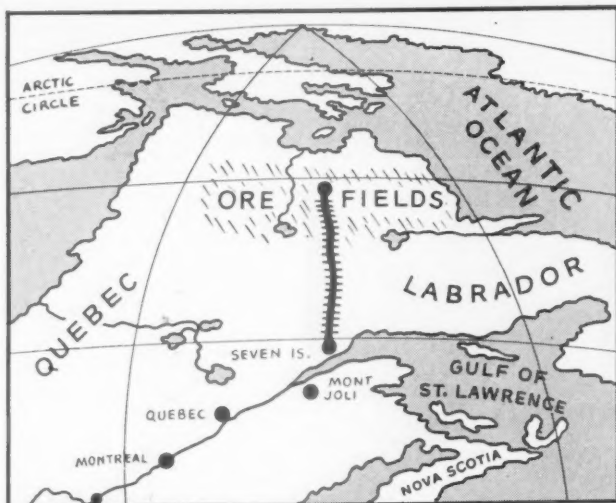
RAILWAY EQUIPMENT MANUFACTURING COMPANY  
310 S. MICHIGAN AVENUE • CHICAGO • 247 PARK AVENUE • NEW YORK

# "Roller Freight" newest railroad

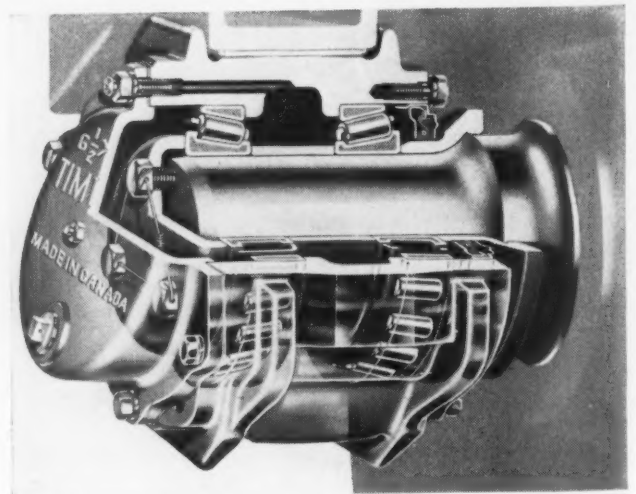
All of its 2,000 ore cars



*Quebec, North Shore and Labrador has ordered 2,000 of these 97-ton capacity ore cars, equipped with Timken roller bearings.*



*Map shows location of Quebec, North Shore and Labrador line.*



*Timken bearing application for Quebec, North Shore and Labrador ore car.*



# makes world's really new!

## are on TIMKEN® bearings

*By going "Roller Freight" 100%, Quebec, North Shore and Labrador Railway will save thousands yearly*

ONE of industry's biggest, boldest undertakings is now under way in the wilderness of Northeastern Canada.

A group of leading steel and mining companies have banded together to tap the fabulously rich iron ore deposits on the Quebec-Labrador border. And to get the ore—at a rate of 10,000,000 tons a year—out of this inaccessible region to shipping points on the St. Lawrence River, they're building a brand new 357-mile railroad—the Quebec, North Shore and Labrador.

It's the world's newest railroad and it's *really* new! Not only will the QNS & L have diesel locomotives, modern traffic control, and mechanized handling, but to top all that, all of its 2,000 ore cars will be "Roller Freight"—on Timken® tapered roller bearings! It's the first railroad in the world to go "Roller Freight" 100%.

### Detailed Analysis Prompts "Roller Freight" Move

Every step of this bold mining venture is marked by vision, audacity and pioneer spirit.

But every step was also carefully planned.

The momentous decision to go "Roller Freight" all the way was reached after a detailed study which compared the initial cost, estimated operating and estimated maintenance cost of Timken roller bearings with those on plain bearings. Principal advantages which influenced the Quebec, North Shore and Labrador to go "Roller Freight" are the following:

1. Timken roller bearings will eliminate the "hot box" problem, number one cause of freight train delays.
2. Savings in maintenance and operation resulting from

use of Timken bearings will recover initial additional investment in approximately 3.2 years.

3. Timken bearings will remove all speed restrictions imposed by plain bearings.
4. Extra stops for inspection enroute will be eliminated, reducing total running time by two hours.
5. Timken bearing inspection will require less than 1/20 of the man-hours needed for friction bearings.
6. Grease-lubricated Timken roller bearings will not be affected when cars are turned over during dumping.
7. Grease-lubricated Timken bearings will require no attention for winter storage.

Use of Timken bearings, instead of friction bearings, will save thousands of dollars every year in operating costs.

The Quebec, North Shore and Labrador is the fourth railroad to go "Roller Freight" on a large scale. A representative of the Timken Company will be glad to work with you in making a cost, operation, and maintenance analysis to show the advantages of "Roller Freight" on *your* railroad. Write The Timken Roller Bearing Company, Canton 6, Ohio.

# TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.

## TAPERED ROLLER BEARINGS

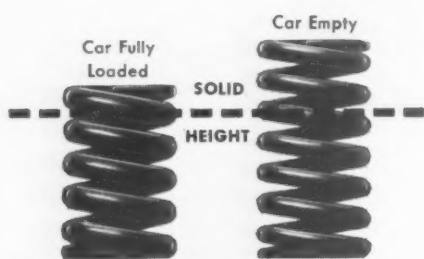
NOT JUST A BALL ○ NOT JUST A ROLLER ◯ THE TIMKEN TAPERED ROLLER ◯ BEARING TAKES RADIAL AND THRUST → ◯ LOADS OR ANY COMBINATION →

# Just $\frac{1}{16}$ " wear

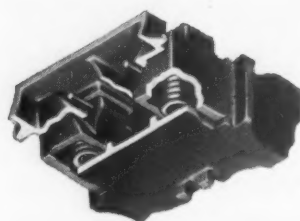


Why more Ride-Control Trucks have been ordered —  
and re-ordered — than all other trucks combined!

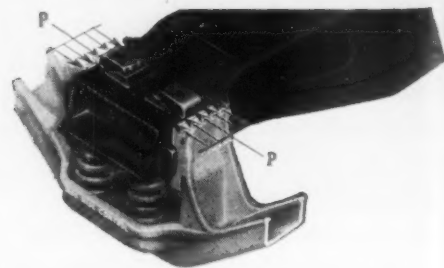
LONG SPRING TRAVEL . . . PLUS CONSTANT FRICTION CONTROL . . . WITH BALANCED SPRING PRESSURES . . .



Long spring travel insures soft, impact-absorbing spring action at modern speeds, with adequate *reserve* travel after the car is fully loaded.



Constant Friction Control prevents harmonic oscillation of long travel truck springs. Long wearing friction shoes keep it constant.



Pressures "P" are balanced to resist movement tending to misalign bolster and side frame—thus automatically squaring the truck.

After 4 years of box express service on the Illinois Central, here's what inspection proved about friction shoes in ASF Ride-Control Trucks...

# in 229,584 miles!

One short trip in a box car proves the soft, smooth riding qualities of ASF Ride-Control Trucks. But, it can take *years* to prove the *long wear* of the steel friction shoes that make this soft riding possible—simply because the shoes take so long to *show* any appreciable wear.

For example, about 4 years ago the Illinois Central mounted 20 special-duty box express cars on Ride-Control Trucks. As of November 1, 1952, these cars have rolled up an average of 229,584 car miles each...equivalent to over 12 years of service for the usual freight car. *Not in a single case have the steel friction shoes worn more than one-sixteenth of an inch!* Despite such high mileage, it's estimated

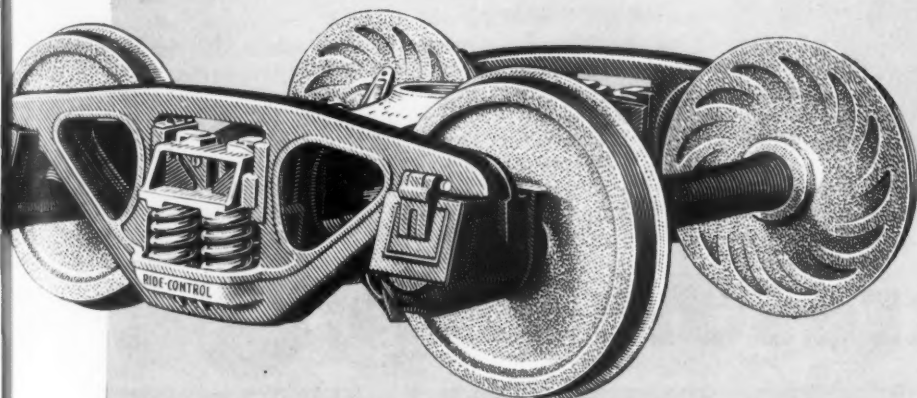
that the shoes have 75% of their wear left.

This long wear is important. The smooth ride of ASF Ride-Control Trucks depends on long travel springs—*controlled by the constant friction of the shoe riding against the column.* This friction control remains constant. As proved by the on-line service records above, the high tensile heat-treated steel friction shoes in ASF Ride-Control Trucks can normally be expected to last for the life of the car.

If you are interested in the lowest possible maintenance costs, along with smooth riding, let a qualified ASF Representative show you how the modern Ride-Control Truck can reduce your costs per car mile. Write us today.

*See one of these Illinois Central Trucks at the AAR convention!*

**You specify MODERN RIDING STANDARDS when you specify**




# ASF

**RIDE-CONTROL®  
TRUCKS**

**A M E R I C A N   S T E E L   F O U N D R I E S**

410 N. Michigan Avenue, Chicago 11, Illinois

Look for this MINT  MARK on the running gear you specify

Canadian Sales: International Equipment Co., Ltd., Montreal 1, Quebec



# Here's Proof of Performance...

THE BRIDGE SHOWN HERE is on the Fort Madison to Sheffield section of the Santa Fe. The westbound track, in the foreground, passes over a trestle built of creosoted piles in 1910.



## 43 years of service without a replacement for the 365 creosoted piles in this Santa Fe bridge



YOU CAN SEE the excellent condition of the creosoted piles in this trestle from this view.

THIS 983-foot bridge carries the westbound tracks of the Atchison, Topeka and Santa Fe Railway over the overflow area of the Grand River west of Dean Lake, Mo. It was built in 1910, and because the timbers were treated with Creosote Oil, every one of the original 365 piles is still in service.

Ten passenger trains and eight freights pass over the trestle every day. Yet, after 43 years of service, the creosoted piles still have an anticipated life of at least ten years. They are Southern yellow pine.

Be guided by records like this when you choose a wood preservative. When you use Creosote Oil, you know you have a preservative that has proved its ability to lengthen the life of wood and hold down replacement costs.

And for finest performance specify U·S·S Creosote Oil. It gives you uniform quality, the result of continuous processing in the world's largest tar distillation plant. For complete information, contact our nearest Coal Chemical sales office, or write directly to United States Steel Corporation, 525 William Penn Place, Pittsburgh 30, Pa.

# U·S·S CREOSOTE OIL

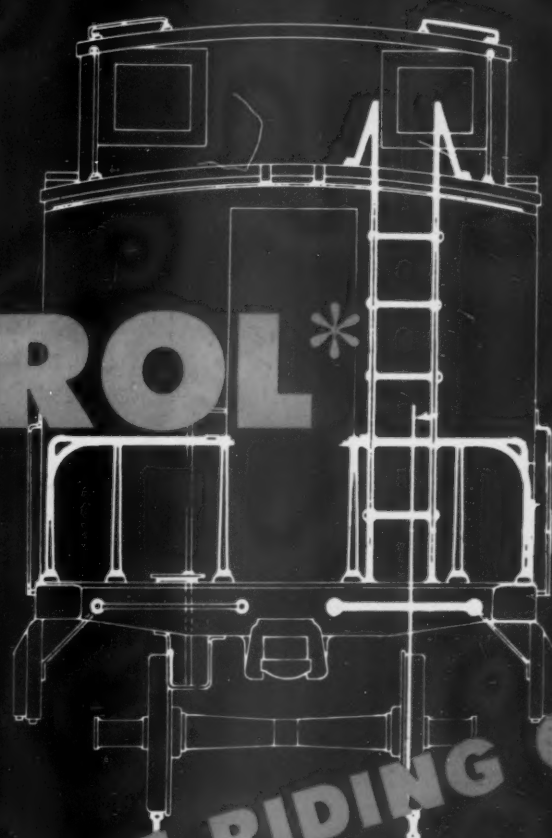


3-1019

UNITED STATES STEEL

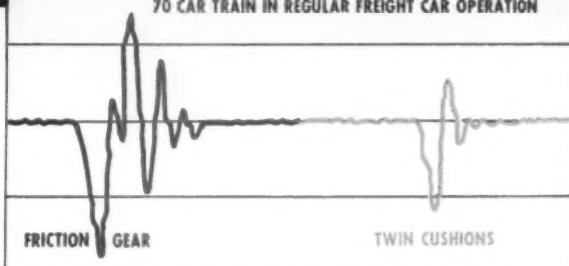
# G

# CONTROL\*



TAMES the ROUGHEST RIDING CAR  
ON the RAILROAD

OSCILLOGRAMS SHOW CABOOSE ACCELERATIONS  
(FRICTION GEAR and TWIN CUSHIONS) AT END OF  
70 CAR TRAIN IN REGULAR FREIGHT CAR OPERATION



Anyone who has ever ridden a caboose knows how it jumps, jerks and jolts, with every change of speed, when subjected to the accumulated accelerations or decelerations of all the cars in the train.

Here is where Twin Cushion protection is instantly recognized. Here is the ultimate proof of Twin Cushion performance, for it is on the caboose that any cushioning device undergoes its greatest test.

Twin Cushions reduce the "G" peaks of longitudinal impact, but, far more important, Twin Cushions greatly reduce sudden violent

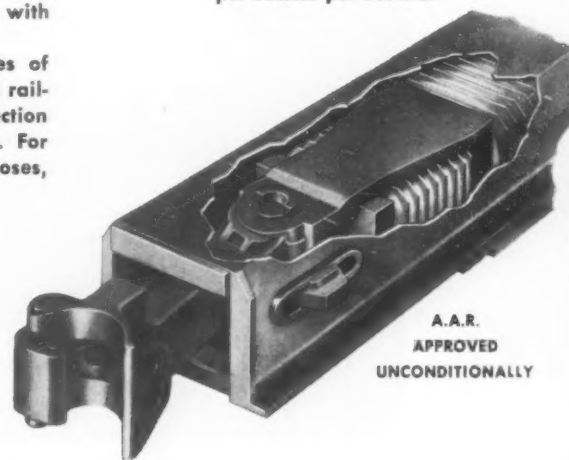
"G" changes, which means that they minimize shock.

Oscillograph records of high speed impacts show that, under identical conditions, acceleration changes with friction gears are more than 5 times faster... that with friction gears shock is much greater than with Waughmat Twin Cushions.

Over 20 years and millions of miles of service experience on America's leading railroads have proven the superior protection afforded by Waughmat Twin Cushions. For shock reduction, for smoother riding cabooses,



"G", the unit of change in velocity which is equal to the pull of gravity or 32.2 feet per second per second.



A.A.R.  
APPROVED  
UNCONDITIONALLY

FOR "G" CONTROL SPECIFY

## WAUGHMAT

*Twin Cushions*

TRADEMARK

WAUGH EQUIPMENT COMPANY, New York • Chicago • St. Louis • Canadian Waugh Equipment Company, Montreal

# "Roller Freight" newest railroad

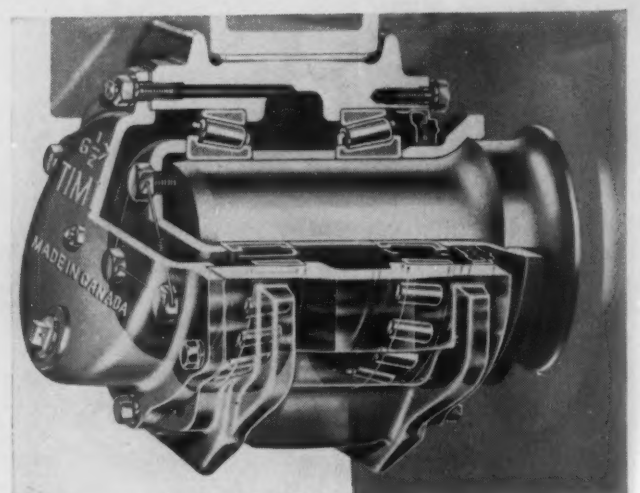
All of its 2,000 ore cars



*Quebec, North Shore and Labrador has ordered 2,000 of these 97-ton capacity ore cars, equipped with Timken roller bearings.*



*Map shows location of Quebec, North Shore and Labrador line.*



*Timken bearing application for Quebec, North Shore and Labrador ore car.*



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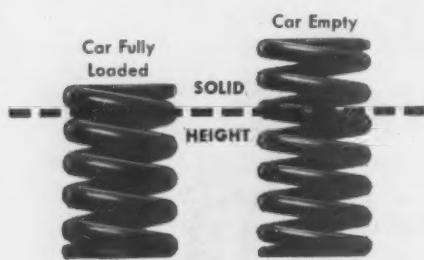
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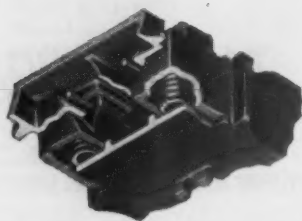


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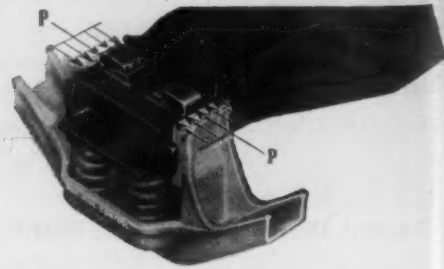
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Long spring travel insures soft, impact-absorbing spring action at modern speeds, with adequate *reserve* travel after the car is fully loaded.



Constant Friction Control prevents harmonic oscillation of long travel truck springs. Long wearing friction shoes keep it constant.



Pressures "P" are balanced to resist movement tending to misalign bolster and side frame—thus automatically squaring the truck.

After 4 years of box express service on the Illinois Central, here's what inspection proved about friction shoes in ASF Ride-Control Trucks...

# in 229,584 miles!

One short trip in a box car proves the soft, smooth riding qualities of ASF Ride-Control Trucks. But, it can take years to prove the *long wear* of the steel friction shoes that make this soft riding possible—simply because the shoes take so long to show any appreciable wear.

For example, about 4 years ago the Illinois Central mounted 20 special-duty box express cars on Ride-Control Trucks. As of November 1, 1952, these cars have rolled up an average of 229,584 car miles each... equivalent to over 12 years of service for the usual freight car. *Not in a single case have the steel friction shoes worn more than one-sixteenth of an inch!* Despite such high mileage, it's estimated

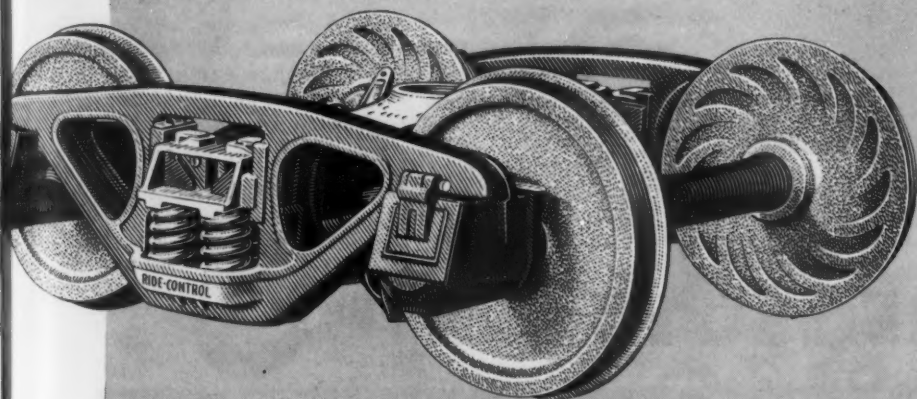
that the shoes have 75% of their wear left.

This long wear is important. The smooth ride of ASF Ride-Control Trucks depends on long travel springs—controlled by the constant friction of the shoe riding against the column. This friction control remains constant. As proved by the on-line service records above, the high tensile heat-treated steel friction shoes in ASF Ride-Control Trucks can normally be expected to last for the life of the car.

If you are interested in the lowest possible maintenance costs, along with smooth riding, let a qualified ASF Representative show you how the modern Ride-Control Truck can reduce your costs per car mile. Write us today.

*See one of these Illinois Central Trucks at the AAR convention!*

**You specify MODERN RIDING STANDARDS when you specify**




# ASF

**RIDE-CONTROL<sup>®</sup>  
TRUCKS**

**A M E R I C A N   S T E E L   F O U N D R I E S**

410 N. Michigan Avenue, Chicago 11, Illinois

Look for this MINT  MARK on the running gear you specify

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## Here's Proof of Performance...

THE BRIDGE SHOWN HERE is on the Fort Madison to Sheffield section of the Santa Fe. The westbound track, in the foreground, passes over a trestle built of creosoted piles in 1910.



**43 years of service without a replacement for the 365 creosoted piles in this Santa Fe bridge**



YOU CAN SEE the excellent condition of the creosoted piles in this trestle from this view.

THIS 983-foot bridge carries the westbound tracks of the Atchison, Topeka and Santa Fe Railway over the overflow area of the Grand River west of Dean Lake, Mo. It was built in 1910, and because the timbers were treated with Creosote Oil, every one of the original 365 piles is still in service.

Ten passenger trains and eight freights pass over the trestle every day. Yet, after 43 years of service, the creosoted piles still have an anticipated life of at least ten years. They are Southern yellow pine.

Be guided by records like this when you choose a wood preservative. When you use Creosote Oil, you know you have a preservative that has proved its ability to lengthen the life of wood and hold down replacement costs.

And for finest performance specify U·S·S Creosote Oil. It gives you uniform quality, the result of continuous processing in the world's largest tar distillation plant. For complete information, contact our nearest Coal Chemical sales office, or write directly to United States Steel Corporation, 525 William Penn Place, Pittsburgh 30, Pa.

# U·S·S CREOSOTE OIL

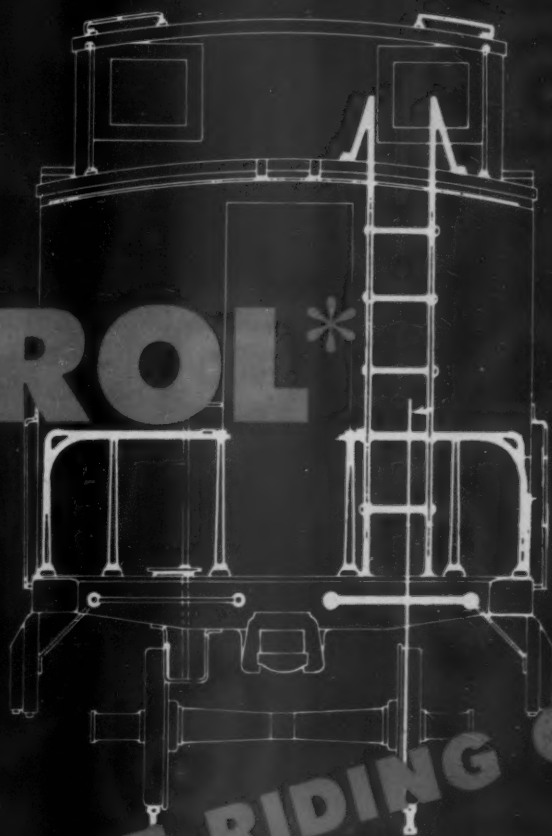


3-1019

UNITED STATES STEEL

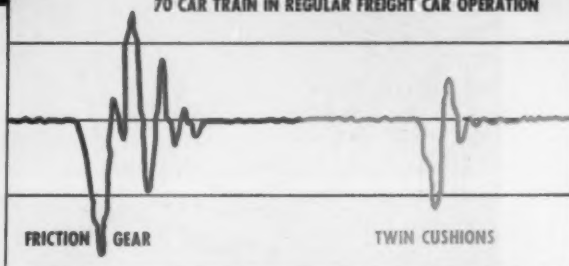
# G

# CONTROL\*



**TAMES the ROUGHEST RIDING CAR  
ON the RAILROAD**

OSCILLOGRAMS SHOW CABOOSE ACCELERATIONS  
(FRICTION GEAR and TWIN CUSHIONS) AT END OF  
70 CAR TRAIN IN REGULAR FREIGHT CAR OPERATION



Anyone who has ever ridden a caboose knows how it jumps, jerks and jolts, with every change of speed, when subjected to the accumulated accelerations or decelerations of all the cars in the train.

Here is where Twin Cushion protection is instantly recognized. Here is the ultimate proof of Twin Cushion performance, for it is on the caboose that any cushioning device undergoes its greatest test.

Twin Cushions reduce the "G" peaks of longitudinal impact, but, far more important, Twin Cushions greatly reduce sudden violent

"G" changes, which means that they minimize shock.

Oscillograph records of high speed impacts show that, under identical conditions, acceleration changes with friction gears are more than 5 times faster... that with friction gears shock is much greater than with Waughmat Twin Cushions.

Over 20 years and millions of miles of service experience on America's leading railroads have proven the superior protection afforded by Waughmat Twin Cushions. For shock reduction, for smoother riding cabooses,



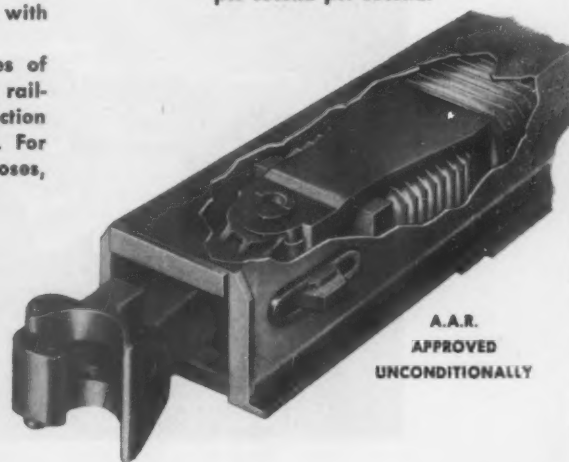
"G", the unit of change in velocity which is equal to the pull of gravity or 32.2 feet per second per second.

FOR "G" CONTROL SPECIFY

## WAUGHMAT

*Twin Cushions*

TRADEMARK



A.A.R.  
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UNCONDITIONALLY

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# for Diesel Locomotives...

## PROTECT AGAINST

## WHEEL SPIN...





...  
**WHEEL SLIDE...WHEEL LOCK-UP**

**3 in 1**

# American Brake Shoe Controller

The American Brake Shoe Controller, proven through years of dependable service on high-speed passenger car equipment, is now adapted to give 3 in 1 wheel protection on Diesel Locomotives.

The American Brake Shoe 3 in 1 Controller:

- (1) Detects and corrects spin promptly at all speeds.
- (2) Detects and corrects sliding during braking.
- (3) Detects and warns if wheels become locked.

Write today for full information. The American Brake Shoe

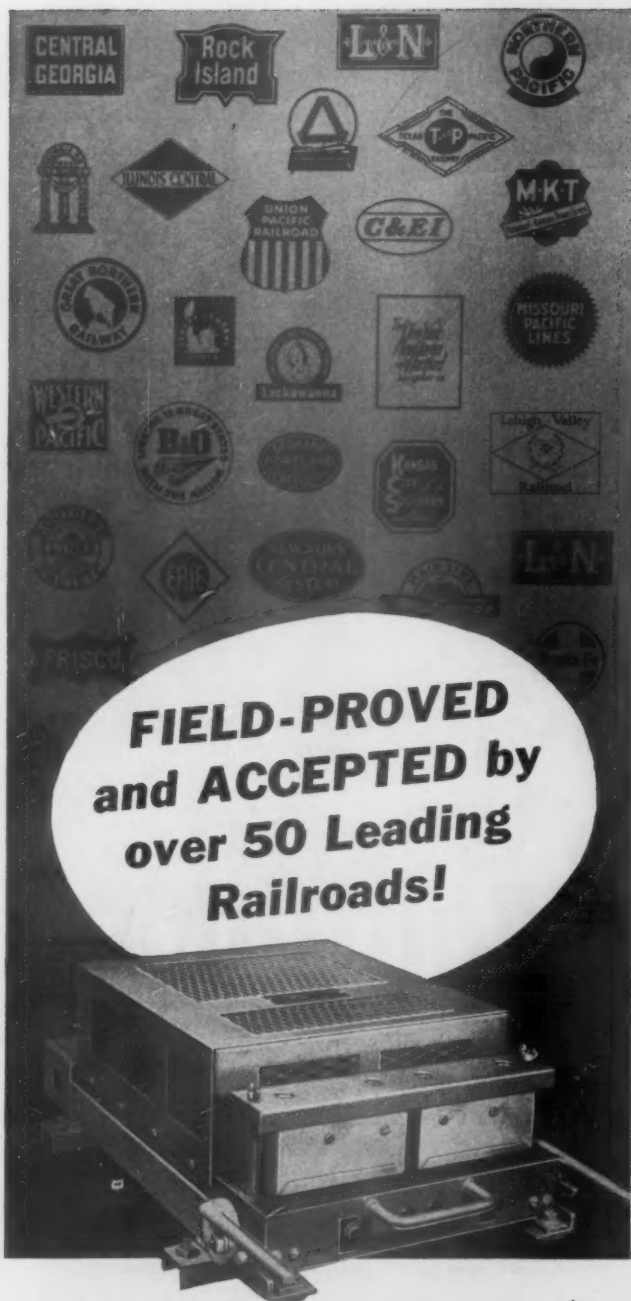
See working model of the ABS 3 in 1 Controller at our booth, E17-21, R. S. M. A. Convention in Atlantic City, June 22-27

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**Brake Shoe**


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**BRAKE SHOE AND CASTINGS DIVISION**

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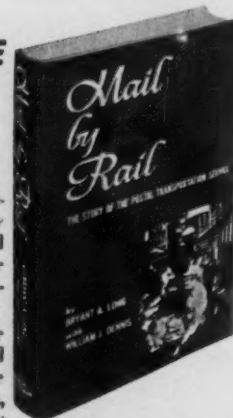
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Manufacturers of Rolling Steel Doors, Grilles, and Automatic Closing Underwriters' Labeled Rolling Steel Doors and Fire Shutters; Insulated Metal Walls and Wall Panels; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms.



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# Head for Pullman—



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# n-Standard at Atlantic City!

Here's a worth-while suggestion: make the Pullman-Standard exhibits one of your first stops at Atlantic City, June 22 to 26.

See, for yourself, the features and advantages built into the Pullman-Standard cars which are bound to be the talk of the show.

**On track 4, you'll see the . . .**

PS-1 Box Car • PS-2 Covered Hopper Car • PS-3 Hopper Car • The PS Cushion Underframe Model Demonstration • The Compartmentizer equipped PS-1 Box Car.

**On track 3, you'll see . . .**

The Superdome Car • The Sleeper with "S" type rooms.

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**Y**OU GET up to 20% more cars for your money when they're solid bearing equipped. That's 20% more hauling capacity for the same initial investment. It all adds up to the biggest possible return for each freight car dollar that you spend. And you need that big return because, for reasons entirely apart from the type of bearing installed, a freight car has to earn its way in *less than 3 hours a day*.

So it becomes a question of bearing efficiency and daily operating expense. Well, here the facts about solid bearings are known. Throughout the year there's an average of less than one failure for each 4,000 cars per day—an efficiency index of better than 99.97%

even though the cars average over 20 years old. New solid bearing cars do even better—often go millions of car miles without a bearing failure.

#### **The Facts About Maintenance Expense**

Now what about maintenance costs? The indications are that all solid bearing maintenance, including lubrication expense, is being performed for less than the annual fixed charges necessary to the tremendous investment that would be required for non-standard bearings. For example, take a good look at the passenger equipment you operate. Chances are some portion of your passenger cars have

#### **Freight Car Bearing Performance on 5 Class I Railroads for January, 1953**

ROAD	TOTAL CAR MILES	CAR MILES PER HOT BOX
A	51,822,612	2,879,034
B	102,741,163	1,802,477
C	103,304,521	1,122,875
D	23,393,843	935,754
E	10,825,750	1,082,575
Total	292,087,889	1,445,979

Here are the records for five top railroads in bearing performance. These records can be equalled or bettered by other roads.



# G POWER for your



other than solid bearings installed. And if you figure in all your costs—the extra tools and facilities, the skilled labor and time, and inventories required, you'll see how much better off you are with solid bearing cars where maintenance costs are concerned.

### **Advantages of Solid Bearings in Train Operation**

But apart from low first cost, ease of maintenance and supply, and other hard economic facts, solid bearings have many operating advantages, too. They have the lowest accelerating and running resistance. You can take the maximum load, make the fastest schedule. You save up to 1500 pounds excess dead weight per car and get the smoothest ride on any standard truck. Best of all, you get a remarkably high bearing efficiency at the lowest possible cost.

If you really want to reduce hot boxes, at a cost that's in line with the economic realities

of freight train operation, you can do it best with low-cost solid bearing designs. Heat-resistant lining metals and low cost alarms (a must for most non-standard bearing types) are already available. Improved lubricating methods are being developed. Combine these improvements with an intensified program to upgrade maintenance standards and hot boxes will virtually disappear.

Be sure to get your free copy of the "FACTS about AAR Solid Journal Bearings." Just write to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Boulevard, Chicago 4.

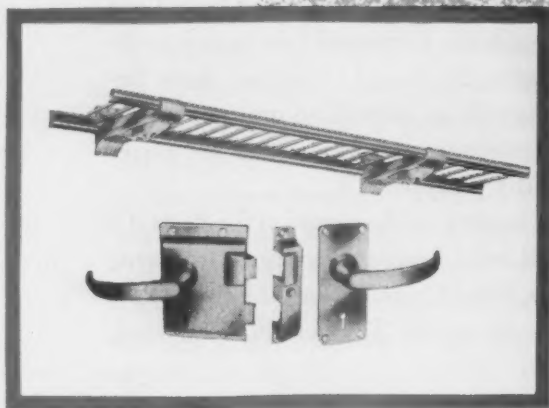
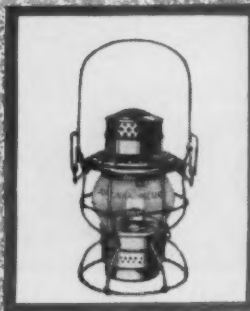
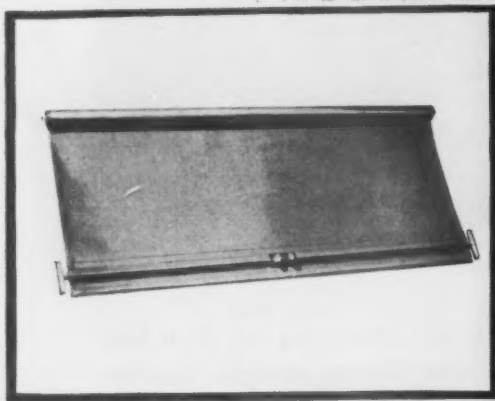
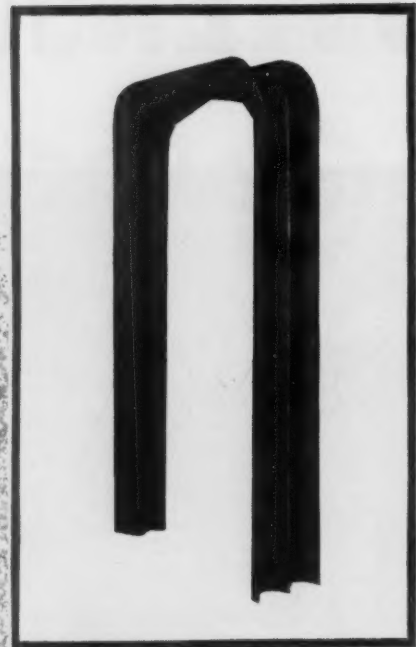
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*Right for Railroads*

*...in performance...in cost*



**MAGNUS METAL CORPORATION** *Subsidiary of* **NATIONAL LEAD COMPANY**

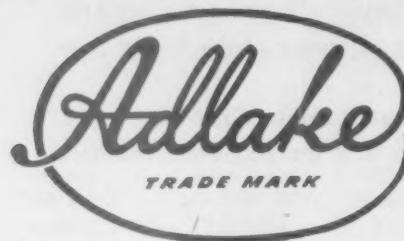


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SIESTA COACH

**Budd**



To recapture traffic . . .

To create traffic . . .

## BUDD INTRODUCES THE SIESTA COACH

● The Siesta Coach fits the pattern of progress the railroads have devoted to up-grading coach passenger accommodations. Air conditioning, improved lighting, adjustable individual seats, wider spacing—all have made coach travel pleasanter. But until now no way has been found, much as the railroads have desired it, to provide the coach traveler with a room of his own and a bed to sleep in.

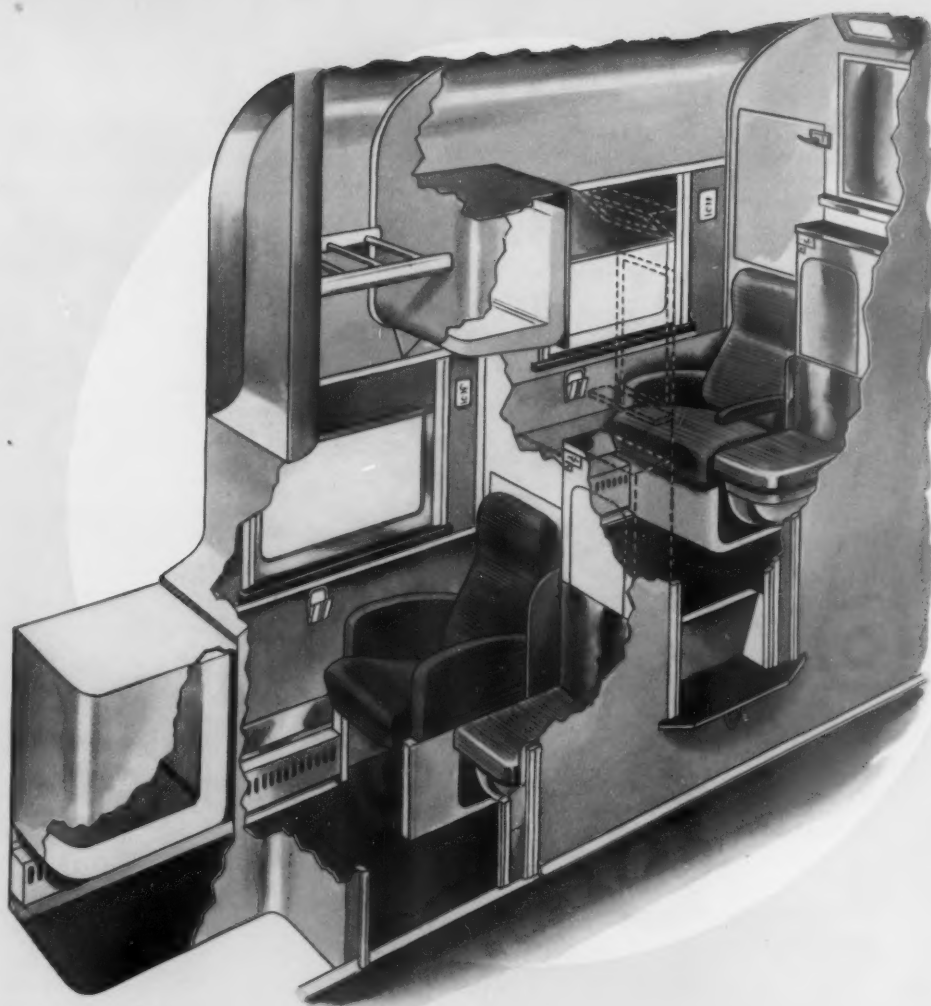
That is the purpose of the Budd Siesta Coach. It is designed to provide forty passengers with enclosed, lie-down sleeping accommodations at coach fares.

The car is 85-feet long and has a normal cross section. It contains thirty-six single rooms and two double rooms. In addition, there are two lockers, an electric locker, a general toilet and a vestibule.

The single rooms are duplexed. The "A" room is two, twelve-inch steps above the aisle floor. The "B" room is at the aisle floor level.

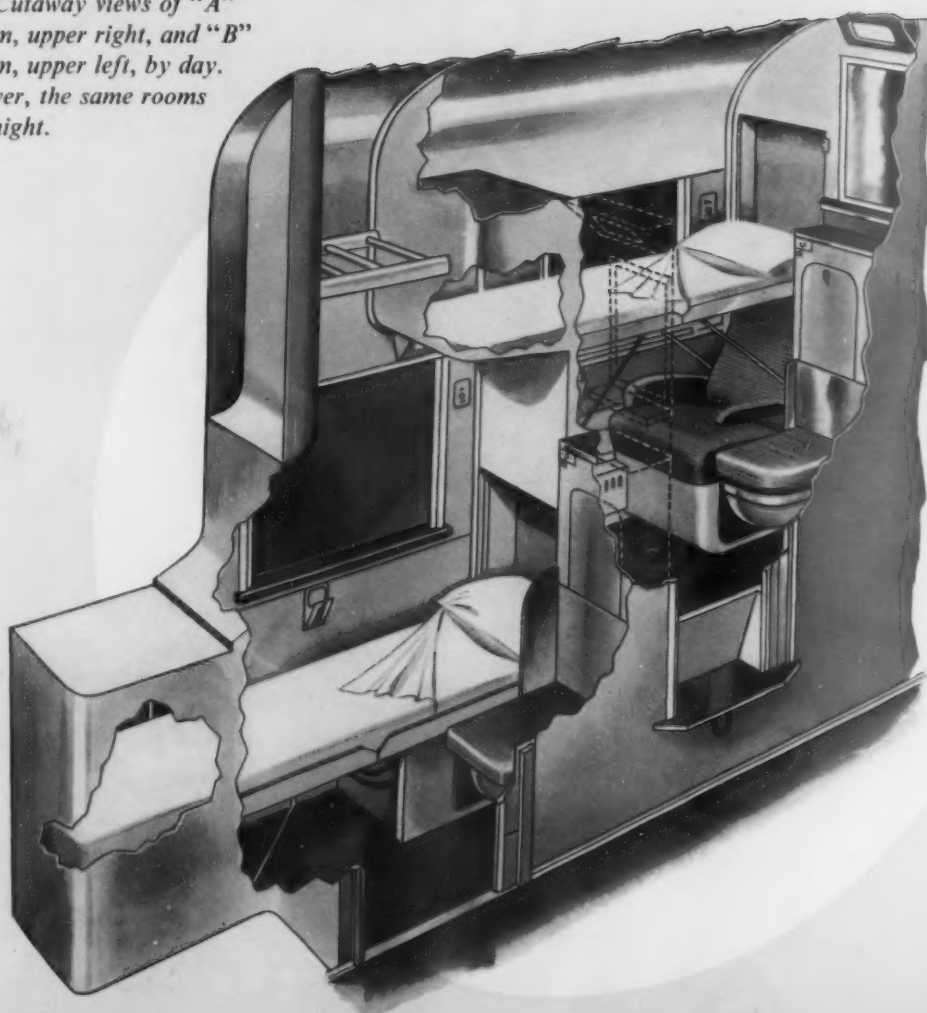
Each room contains a comfortable seat for daytime travel, a six-foot one-half inch bed which is twenty-four inches wide and has a foam rubber mattress, a toilet, wash-stand, full-length mirror and generous luggage space. There are individual air-conditioning and heat controls.

All floor covering, both in the rooms and the twenty-four inch wide corridor, is rubber tile. There are no door sills.



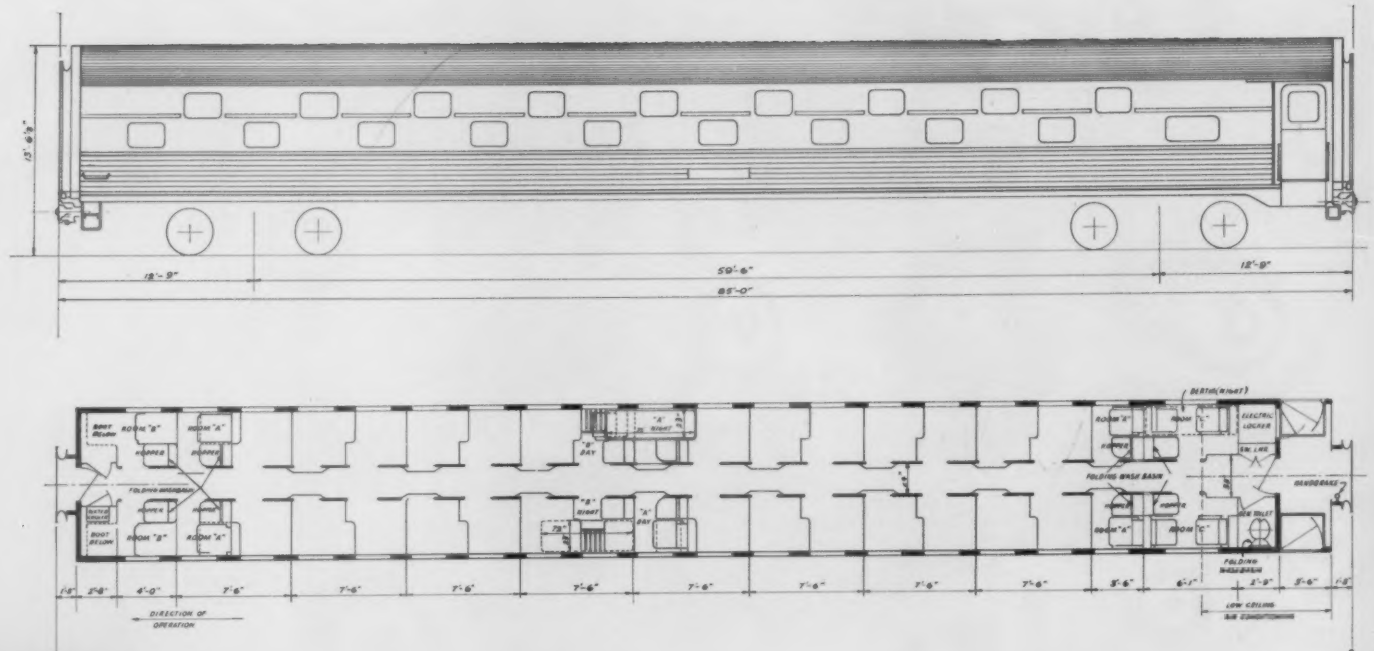
DAY

● Cutaway views of "A" room, upper right, and "B" room, upper left, by day. Lower, the same rooms by night.



SIESTA  
COACH  
*Budd*

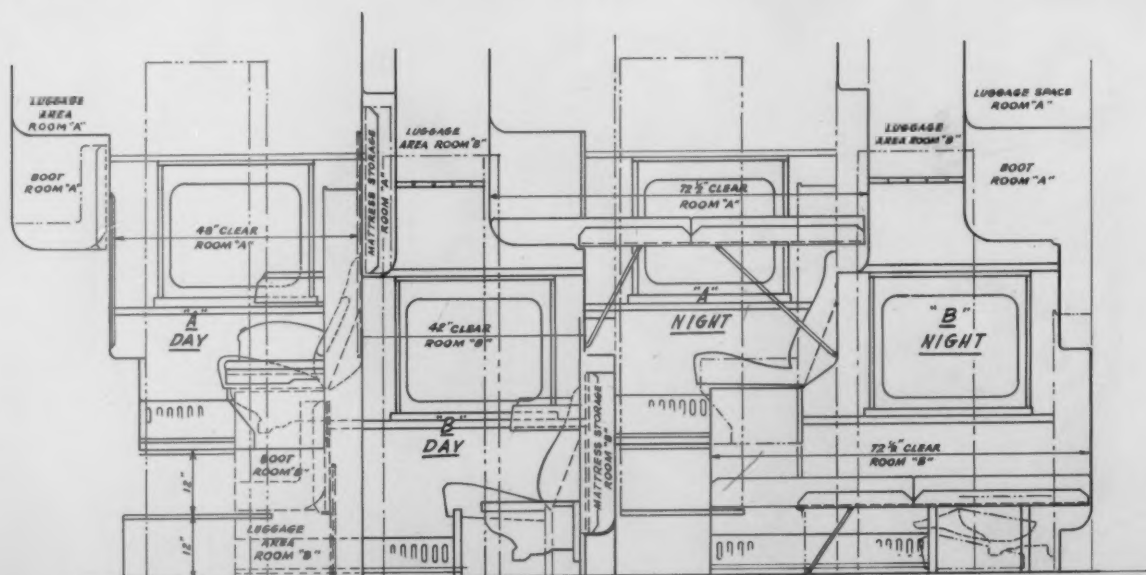
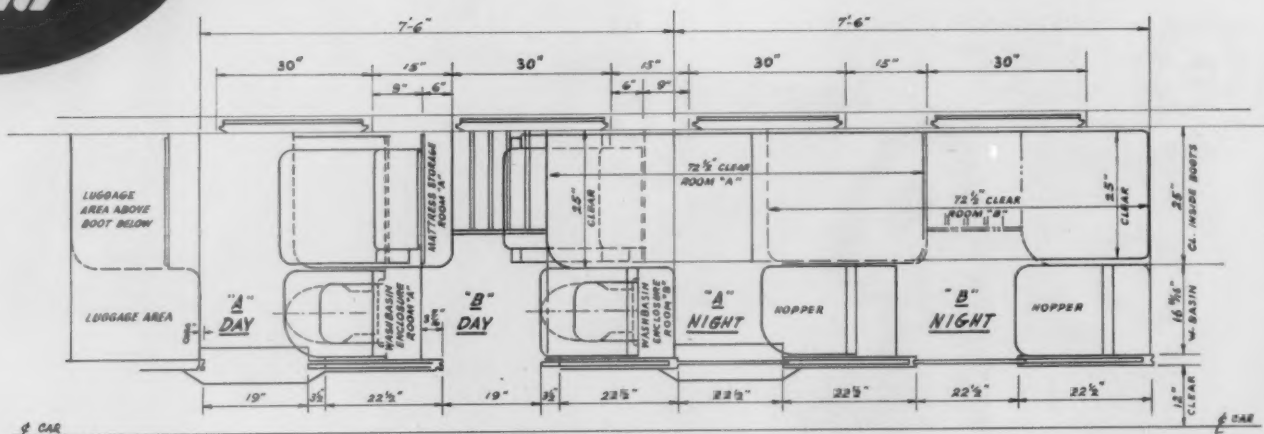
NIGHT



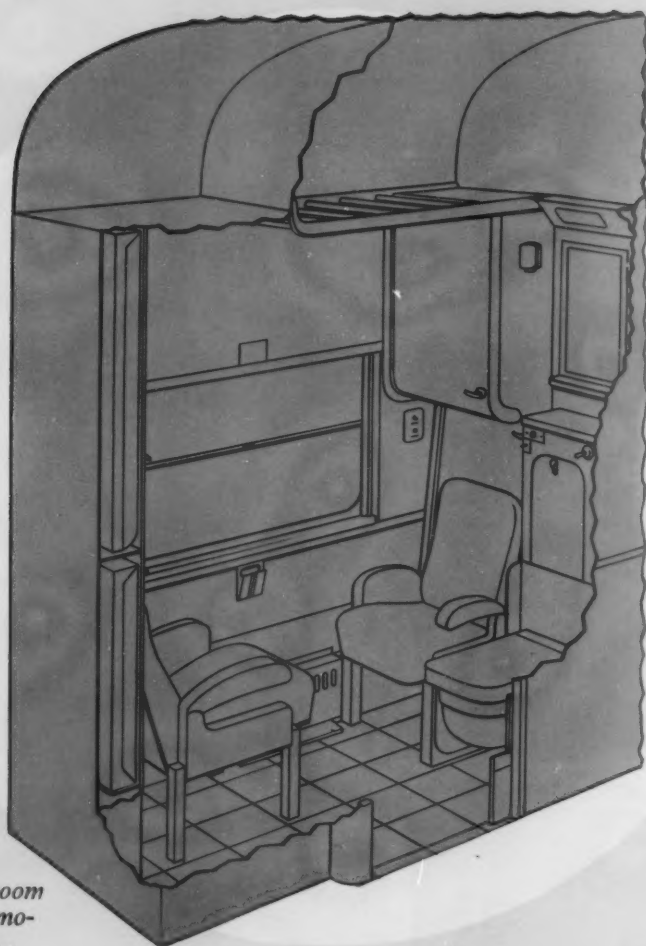
# SIESTA COACH *Bull*

● (Upper pair) Floor plan and side elevation of Siesta Coach—85-feet long, normal cross section.

● (Lower pair) Floor plan and side elevation of "A" and "B" single rooms, day and night.

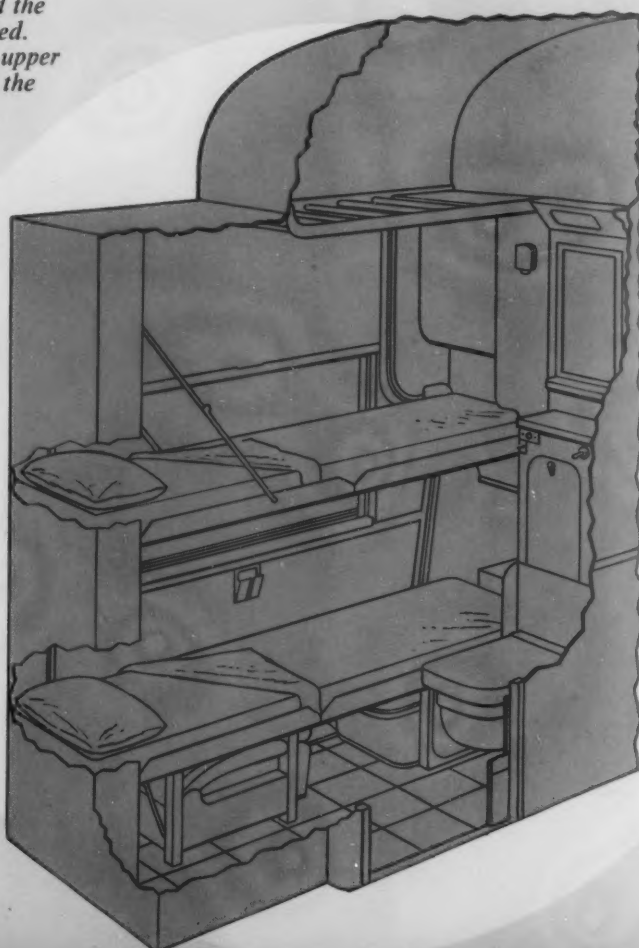






DAY

● Cutaway views of room offering double accommodations, day and night. The lower berth is formed by folding down the backs of both seats, to which are attached the two portions of the bed. The two parts of the upper berth are recessed in the wall above the seats.



NIGHT

**SIESTA  
COACH**  
*Budd*



● For mothers traveling with babies, the car is provided with cribs—cloth over a frame, which may be suspended above the berth in the “B” room, as illustrated, or below the berth in the “A” room. The child is within easy reach of the mother’s hand, and she can keep her eye on the baby by watching the full-length mirror in the door.



A  
H  
Z



**STEPS IN  
MAKING UP BERTH  
IN B ROOM**

● Picture, (1) shows the foot end of the bed in the "B" room, recessed in the wall for daytime travel. The berth releasing latch and the heat and air-conditioning control also are shown. In picture, (2) the foot end of the bed has been placed in sleeping position with bed clothing ready to roll out.

In picture, (3) the seat is shown, with the head end of the bed recessed behind it. Lower right, (4) head end has been released to join the foot.







● *Something entirely new in daytime travel—a "chaise longue" formed by lowering the foot end of the bed in the "B" room, while seated in the seat used during the day. Women who have tried it say: Ummmmmmmm!*

Probably the most interesting feature is the bed. It is made in two parts which are recessed into the front and rear walls. The passenger merely lowers both parts to form the complete bed. The mitered lower sheet is already in place. "Pre-made" upper sheet and blanket are stored in the foot end for the passenger to roll out and tuck in. In the morning he simply rolls the bed clothes back, folds back both ends of the bed, and the room is ready for the day.

Here is the privacy and comfort, along with traditional railroad safety, so many railroads have wanted to provide present and potential coach travelers.

And this high-capacity, all-room, modern car offers your railroad an effective competitive tool in the field of transportation, to keep travelers on the rails. It also offers an inducement to travel to the millions for whom first class fares are too costly.

In Philadelphia we have a complete, working mock-up of both the "A" and "B" single accommodations. When you enter either of them you are just as much a passenger as you would be in a complete Siesta Coach. The photographs on these pages were made in them.

In recent weeks we have demonstrated these mock-ups to prominent officials of twenty-eight railroads. Individually they have done exactly the things a passenger would do—lowered the two portions of the bed, made their bed, lay down on it, and restored the room for daytime use. Their reaction has been enthusiastic.

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COACH**  
*Budd*

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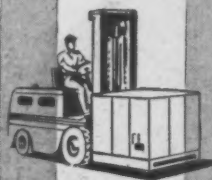
**SCULLIN STEEL CO.**

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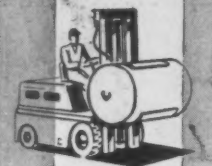


Hedrich-Blessing Photograph, courtesy of the EDWARD HINES LUMBER CO.

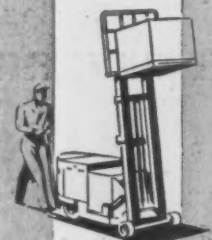
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**CLARK Horsepower Is Capacity-Rated To Your Requirements**—Why pay for excess horsepower that you'll never use? CLARK gives you five engines, rated according to truck capacity. You get plenty of power for the job, without a lot of gas-consuming excess. When you buy a CLARK in the size that's right for you, you get the proper horsepower, too.

**CLARK Flexibility Meets Any Work Condition**—A wide range of speeds and a constant source of power enables your gas powered CLARK to handle any work condition. Flexibility means 'round-the-clock performance of normal operations, with a built-in reserve of power for peak loads and emergencies. And for long hauls, you can't beat the speed and economy of the gas powered CLARK.

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## Current Publications

### PERIODICAL ARTICLES

*Uniform Freight Classification and Uniform Class Rates*, by Edmund A. Nightingale. *I.C.C. Practitioners' Journal*, December 1952, pp. 171-195. Association of Interstate Commerce Commission practitioners, 2218 I.C.C. bldg., Washington, D. C. Single copies, \$1.

A summary and analysis of I.C.C. Docket No. 28300, Class Rate Investigation 1939, and Docket No. 28310, Consolidated Freight Classification, including supplemental reports and other developments to September 30, 1952.

*Fifty Candles for Western Pacific*, by Gilbert H. Kneiss. *Western Pacific Mileposts*, Golden Anniversary issue, March 1953, pp. 1-20 and 45-60. Single copies available from WP public relations department, 526 Mission st., San Francisco 5, Cal.

Being both a recognized authority on California railroad history and head of the WP's public relations department, Mr. Kneiss is in a unique position in preparing a short history of this kind. He has unearthed a remarkable series of historic photos to accompany his carefully prepared work. Mileposts Editor Lee Sherwood arranged the makeup of this special issue in such a way that the magazine's regular monthly features can later be removed and the historical article preserved for reference, still bound within the special full-color covers.

*Nailing Down the Facts in the Truck Issue*. *Business Week*, March 7, 1953, pp. 106-108. McGraw-Hill Publishing Company, 330 W. 42nd st., New York 36. Single copies, 25 cents.

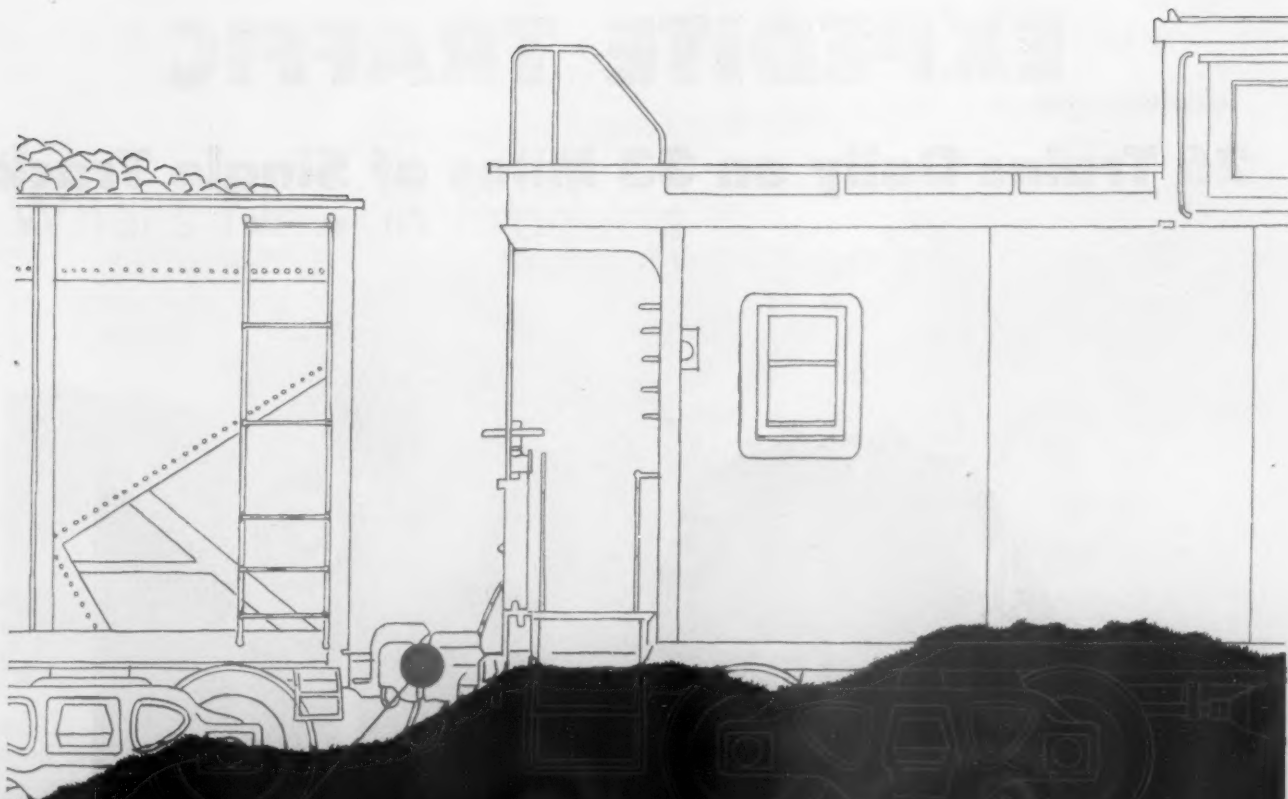
Numerous tests are under way to determine just how trucks affect highway costs, and what can be done to cut truck transport costs to a minimum.

### PAMPHLET

*Handbook of N.A.M. Activities and Services for Education-Industry Cooperation*. 15 pages. National Association of Manufacturers, 14 W. 49 st., New York 20. Free.

This handbook answers the question, so frequently asked, "What are the services and activities of the National Association of Manufacturers that are designed to build better understanding and closer working relationships between education and industry?" It outlines for educators types of cooperation and services which N.A.M. is prepared to extend to schools and which schools may freely and properly request. At the same time it is intended to clarify for N.A.M. membership the activities and services of the association with regard to education.





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# **G-R-S AUTOMATIC BLOCK SIGNALS EXPEDITE TRAFFIC**

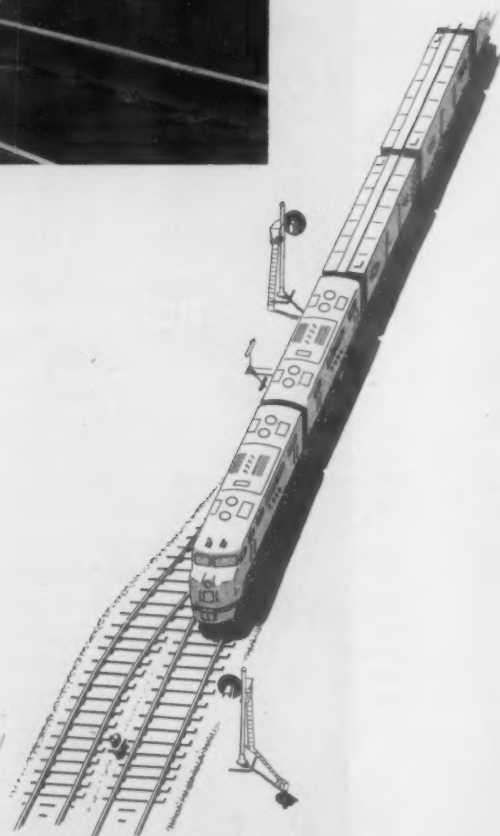
## **26 Trains Daily on 33 Miles of Single Track**



A large eastern road has recently modernized 33 miles of single track. Absolute permissive block (APB) replaces former overlap system. Modern searchlight signals replace worn-out semaphores. Signals at siding ends are located ready for quick conversion to centralized traffic control.

The new signaling expedites traffic by permitting closer following moves. Signals are placed where they give train crews the most information. Maintenance costs are reduced.

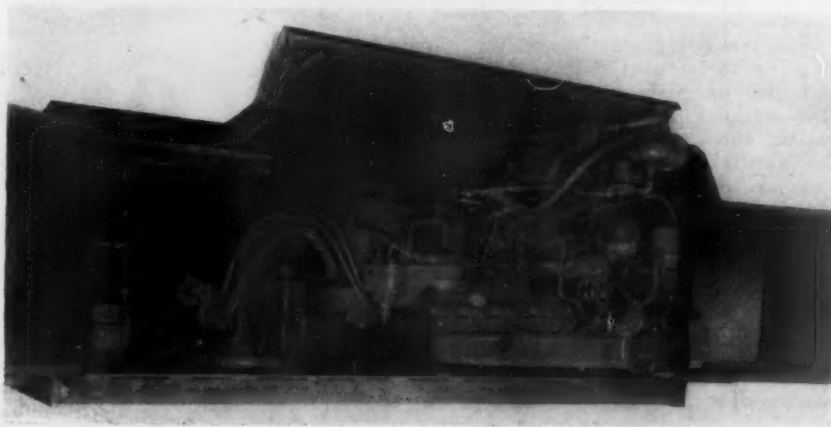
Ask your G-R-S district office for studies and estimates.



**GENERAL RAILWAY SIGNAL COMPANY**



# What's New in Products



The unit may be swung out from its housing under the car to facilitate cleaning and repair.

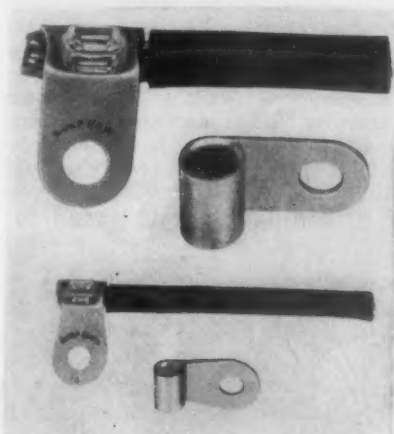
## Power Plants for Ambulance Railroad Car

The U. S. Army is testing a new type of ambulance railroad car for transporting wounded soldiers from port hospitals to hospitals nearest their homes. To make it capable of sustained and independent operation, the car has special electrical equipment, i.e., two diesel-electric undercar power plants, supplied by the General Electric Company, Schenectady, N. Y.

Rated at 30 kw. each, the two power plants generate electricity for cooking, refrigeration, air-conditioning and heating. These loads require approxi-

mately 50 kw. per car. A 50-hp. diesel engine is the prime mover of each unit. It drives a G. E. 220-volt alternating current 60-cycle alternator which, in turn, generates the electric power for the car.

Each car has an automatic load control system to start and stop the power plants according to load level whether the car is isolated or in a series of cars utilizing the permanent train-line connections. Rubber mounting of the engine-alternator set reduces vibration in the car •



## Flag-Type Solderless Terminals

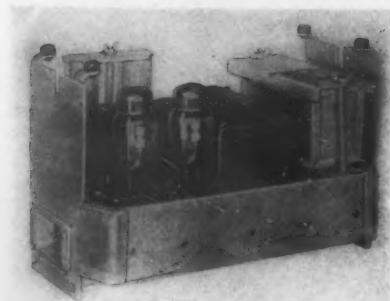
The addition of flag-type terminals to its line of heavy-duty wire terminals has been announced by Aircraft-Marine Products, Inc., Harrisburg, Pa. These solderless terminals are available for eight wire sizes from No. 8 to No. 4/0,

and can be used with solid, stranded or irregularly shaped wires, or combinations of these types. The maker's hand hydraulic tool will handle the entire size range, and its pneumatic hand tool can be used to crimp sizes No. 8 through No. 1/0 •

## Caboose Power Supply

A 12-volt d.c. train power supply that eliminates the a.c. converter and incorporates a plug-in vibrator cartridge capable of operating both transmitter and receiver has been developed by Federal Telephone & Radio Corp., Clifton, N.J., associate of International Telephone & Telegraph Corp. Designed specifically for caboose installations, the power supply unit (Type M322-1) has been engineered for the growing use of the 12-volt d.c. caboose electrical system by American railroads.

The power supply unit is simple in design. The maker states that with a



reliable and conservatively rated vibrator, long-life tubes and components, servicing requirements are reduced to a minimum.

The circuit employs a heavy-duty railroad-type plug-in vibrator with full-wave tube rectifiers. The unit weighs 35 lb. and has a temperature range of -20 deg. F. to 140 deg. F. Nominal input voltage is 12.6 volts d.c., while the output is rated 110 m.a. at 300 volts d.c. for the receiver and 325 m.a. at 300 volts for the transmitter •

## Push-Button Check For Heating and Cooling

A "push-button inspection" panel for railway passenger cars by which the entire heating-cooling system can be checked in a matter of seconds, instead of hours, has been developed by Minneapolis-Honeywell Regulator Company, Minneapolis, Minn. The panel is designed for use with the company's electronic type control systems.

The manufacturer states that by pushing two check buttons on the front of the panel—one for heating and the other for cooling—maintenance men can easily and quickly determine, before a car is placed in service, whether the entire control system is in operating condition. This includes a check on the electronic bridge circuit, electronic thermostats, electronic relay amplifier and motorized valve.

Should any malfunctioning be indicated, the panel enables the trouble to be isolated quickly, thus further reducing maintenance time and expense.

The panel—20 in. long, 14 in. wide, and 5 in. deep—is installed in the car's electric locker. The push-buttons are single-pole, single-throw, normally open, spring-loaded type and are connected into the bridge circuit along with suitable resistors to give the desired check. When either button is pushed, it operates the control system's motorized valve which modulates the flow of steam for heating and, with the use of end switches, brings





on the first and second stages of refrigeration during cooling. A pointer on this valve operates between an open and a closed marking, thus indicating valve position.

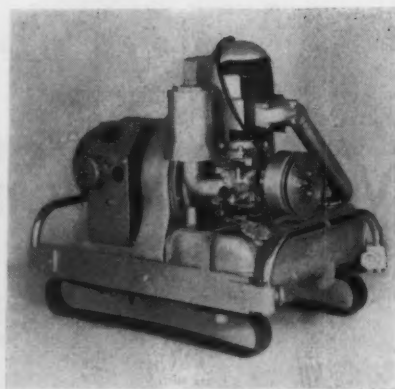
One push-button is labeled "heating check," and the other, "cooling check." To run a heating check, the operator pushes the appropriate button and watches the pointer on the motorized

valve to see that it moves toward the opening marking. To check the cooling, the operator pushes the cooling check button and watches the valve to see that it moves toward the closed marking.

Ordinarily, it is not necessary for the operator to wait for the pointer to run to the full open or full closed position. It is only necessary to see that the pointer is moving in the right direction.

However, if refrigeration equipment is going to be used during the run and the operator wishes to check this equipment, he can push the cooling check button and wait until the valve reaches the fully closed position, at which time both stages of cooling should be on.

The pointer on the valve responds instantaneously when either button is pushed. Failure of the pointer to respond indicates the trouble involved. For example, if the pointer does not move toward cooling, this indicates a short-circuit in the thermostats or compensator circuit. If it does not move toward heating, an open circuit in the thermostat or compensator circuit is indicated •



to oil, moisture, and abrasive dust. For maximum compactness, the armature is keyed directly to the one-piece, drop-forged, engine crankshaft; and the large size carbon brushes are easily accessible. Voltage regulation from no load to full load is approximately 4 per cent.

The generator has ball and needle bearings. Pressure vapor oiling system assures adequate lubrication of all engine parts. All major castings are of aluminum alloy. The one-cylinder, air-cooled, two-cycle gasoline engine has rain and dust proof ignition, plus an adjustable jet-type pressure fuel system. The complete unit weighs 228 lb. •



#### Automatic's "Standard Skylift" Line

A new line of electric fork lift trucks known as the "Standard Skylift CF Line," has been introduced by the Automatic Transportation Company, Chicago 20. The series covers the 1,000-lb. to 4,000-lb. class and offers a number of new features. They in-

clude Class "H" silicone insulated motors; a patented duo-lift ram with leakage return; hydraulic safety fuses; and greater maintenance accessibility. The line is said to have the highest lift speed of any electric truck.

Models offered range from a capacity of 1,000 lb. and 48-in. load length; 1,500 lb. and 48-in. load length; 2,000 lb. and 48-in. load length; 3,000 lb. and 48-in. load length; to 4,000 lb. and 30-in. load length. All have four speeds forward and reverse; a non-plugging speed control by foot accelerator that prevents reversing in other than first speed; full telescopic lift height of 132 in.; and brake interconnected with the seat •

#### Portable Electric Power Plant

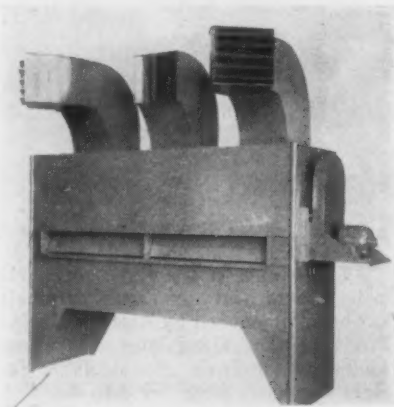
A dual-voltage, 5-kw. carryable generator has been announced by Homelite Corporation, Port Chester, N. Y. The generator will carry a continuous load of 5,000 watts, single-phase, 60-cycle alternating current at either 115 or 230 volts. It is designed for operating electric tools such as saws, grinders, drills, routers, tampers and for emergency lighting and standby power.

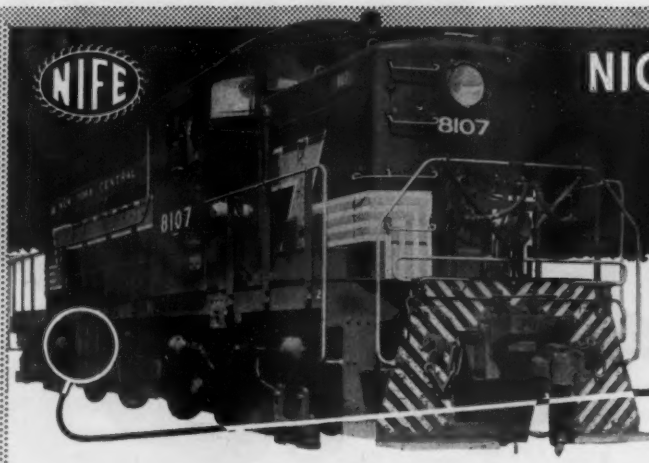
A 115-volt a.c. standard convenience outlet is supplied, together with a special waterproof 3-pole receptacle for connecting either 115- or 230-volt motor-driven tools and appliances. Driven by a Homelite Model 32 gasoline engine, the generator has impregnated armature and coils to give high resistance

#### Industrial Heaters

An improved line of industrial heaters, which deliver large volumes of heated air for large areas which cannot be heated by more conventional methods, is available from the Westinghouse Electric Corporation, East Pittsburgh, Pa. The self-contained units, which range from 100,000 to 2,500,000 B.t.u. per hr. in heating capacity and from 2,000 to 25,000 cu. ft. per min. in air velocity, may be floor, wall or ceiling mounted. They will operate in either upright or inverted position when wall-mounted.

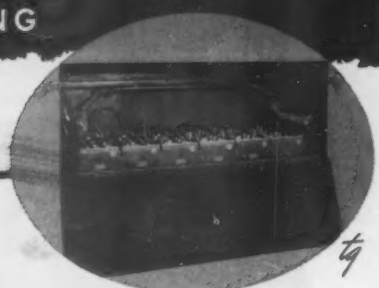
Accessories available include filter boxes for built-in mechanical air cleaning and air-mixing boxes for controlled mixing of fresh and recirculated air •





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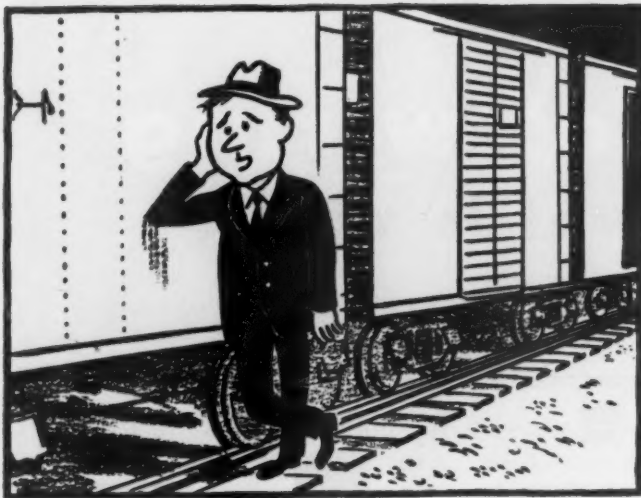


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## Benchmarks and Yardsticks

A PROFESSIONAL PAPER such as this one is no place for the airing of opinions on non-professional questions—concerning, say, philosophy, art, sport or religion—*unless these opinions have some direct bearing on professional competence and efficiency.*

It was the tacit but erroneous assumption, not too long ago, that people in their business relations were activated solely by economic motives—how to get the most for the least. Your reporter has heard pretty hard conduct defended—not recently, praise be—on the grounds that "what we propose is in the interest of our stockholders, and we're hired to advance their interests and not those of anybody else."

Actually, in the long run, narrowly selfish behavior always reacts to the disadvantage of the perpetrator—often oppressing him long after he has reformed. A large part of the infinite pyramid of regulatory restrictions which bedevil and impoverish the railroads had their origin in real or fancied abuses in railroading as practiced forty to eighty years ago.

Experience suggests that the exercise of some ethical self-restraint is desirable, not just because such behavior is taught in Sunday school, but because fair dealing, in the long run, is profitable; and that a management (and its successors) eventually are apt to get repaid in their own coin.

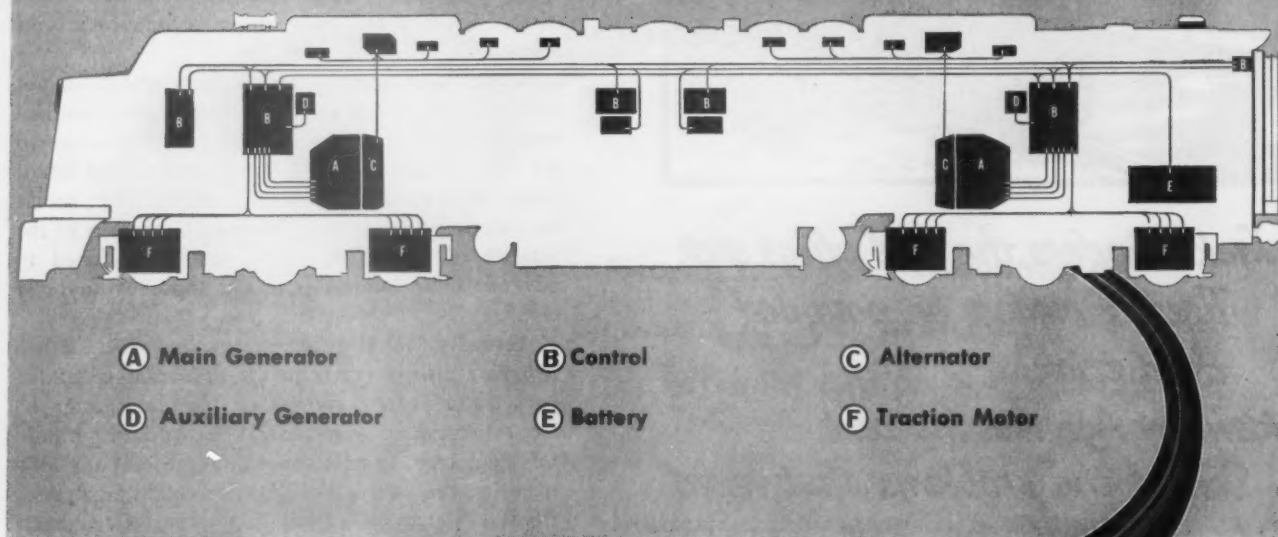
Such reflections as these offer tempting comfort to those who are exasperated by the behavior of certain large corporate interests which insist upon their "right" to toll-free use of improved rivers by their barges; or upon their political privilege to overcrowd the highways and pound them to pieces with outsized and overweight freight vehicles. These comforting thoughts are illusory, though, because by the time governmental action gets around to giving such antisocial corporate behavior its comeuppance, the individuals who inspired the retributory action may have passed from the scene.

It isn't practicable to wait around for history to bring about corporate behavior of a reasonable degree of ethical content. History will take too long to do the job and private corporate enterprise may get killed off in the process.

Corporate leaders who know and do what is right—because it is right and not just because they're smart enough to know it is expedient—have not done their full duty merely by their own rectitude. They should go further and do what they can to create an uncomfortably hot climate for corporate behavior by others which is ethically substandard.

J.G.L.

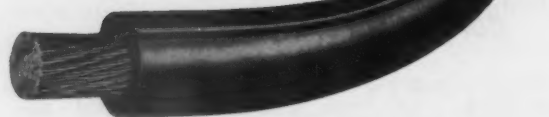
# 7000 feet of wiring ...and every foot is vital!



And because every foot is vital, men who build Diesel electric locomotives usually specify Okonite-Okoprene Diesel Locomotive Wiring. It's especially built for Diesels, to meet rigid Diesel requirements.

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Because of its doubly durable construction, Okonite-Okoprene DEL Wiring is fast replacing varnished cambric and other types of insulated wire for vital generator and motor leads, headlight wiring, controllers, cab signal circuits and others. For detailed information and dimensional data on DEL Wiring, write today for Bulletin RA-2078A to: The Okonite Company, Passaic, N. J.



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## Justifiable Price Discrimination

Your reporter had the privilege recently of seeing a film produced for a large mail order and retailing company—one of a series which this great organization prepared for use in a program of economic education for its employees. This particular film dealt with the company's policy of contracting for the purchase of products for sale to its customers—a policy which permits low prices to consumers, while offering many advantages to the producer.

### Mail Order Buying

The film portrays a small manufacturing plant in some difficulty because its operations are far below capacity—a condition it would find hard to correct because of its shortage of working capital and the large expenditure required to enlarge sales outlets. At this point the mail-order company's representative enters the picture and suggests to the plant manager that the big company might be interested in contracting for enough of the plant's product to bring operations up to 100 per cent of capacity, year-round. Such a contract would enable the small plant to give steady employment to a larger working force—hence would benefit the community in which the plant was located. The proposed contract would also give the manufacturer a basis for credit with which to purchase more and better machinery, thus reducing his unit costs. The mail-order company would expect to have the manufacturer share with it the economies its contract would bring, while there would be nothing to prevent the manufacturer from continuing to serve his existing outlets on the price structure already in effect.

Although the film did not characterize the proposal as discriminatory, discrimination was certainly implied, i.e., one price basis for the mail-order house and another basis (probably higher) for the manufacturer's other customers. Such discrimination would not be unreasonable, however—because the mail-order people would be offering large-scale and dependably steady buying, and with no sales expense whatever to the manufacturer.

The term "discrimination" has become a

smear-word—quite unjustifiably. Actually, if discrimination is practiced *for cause*, it is a praiseworthy act. Nobody holds up to opprobrium an employer who pays one employee more than another, when the first employee produces more, or more valuable, goods or services than the second. If it is just and right to pay more wages to the more profitable employee than to the less profitable one, why isn't it just as right and proper to distinguish as between customers in price—having prices reflect the relative cost of the service to different classes of customers?

Your reporter failed to detect any aspect of this mail-order company's approach to purchasing, as set forth in this film, which would be anything but desirable from the standpoint of the public interest. Nobody would be any worse off and a lot of people would be better off. The mail-order house would get an economical source of supply for its customers. The manufacturer would be able to offer steadier employment to more people, and be surer of a reasonable profit. The situation of the manufacturer's existing customers would not be altered—except that, with full-capacity production, the manufacturer might be able to shave his unit profit margin to them a little, too; certainly he'd not have to raise it.

The film went on to point out that there are comparatively few manufacturers in the country who are big enough to set up nation-wide markets for their products. All over the country there are thousands of small-scale producers who just don't have sufficient output, or sufficient means, to achieve national distribution. So—along comes the large-scale retailer and affords the small-scale producer the same big nation-wide sales mechanism that the biggest industrial giants enjoy. If this approach to distribution for the small producer doesn't make sense, we'd like to know wherein it fails to do so.

### Parallel Situation

The point of the discussion, however, is this—namely, the parallel situation in transportation. There are a lot of big companies in this country that can and do provide a lot of their own transportation. The oil companies are the outstanding example, but there are many others, too, who operate their own ships, barges and trucks, to say nothing of private planes to fly their executives around. The little manufacturer, especially if his customers are widely scattered, can't provide his own transportation. He is largely if not entirely dependent upon the railroads—from whom he can



get his transportation service for a modest price charged to operating expense, rather than being confronted by a capital outlay for transportation of prohibitive magnitude.

The railroads—and to a lesser degree the other common carriers—provide an indispensable service for producers who do not have the means to go into the transportation business, and yet the common carriers are not permitted to recognize in their rates the lesser cost to them of serving dependably regular customers. The fellow who offers the common carrier a shipment only when all his barges are busy or his trucks are ice-bound gets exactly the same rate as paid by the shipper who forwards a dependable stream of daily traffic.

Realistic pricing policy, based on actual conditions in the markets of the business world, is as much a factor as technological progress in providing the constantly advancing standards of living of the American people. In glaring contrast to the dynamic and experimental pricing policies of most businesses, the price structure in transportation—developed under conditions far different from those obtaining today—stays frozen by regulation and tradition. It doesn't any longer serve the needs of either commerce or the railroads, as is best demonstrated by the constantly increasing ratio of total traffic which is abandoning agencies of transportation with regulated rates in favor of those exempt from regulation.

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## Plight of Small Lots Shows Need for De-Regulation

A man whose company is one of the largest shippers of small-lot freight in the country has put his finger on the tragic effects of the obsolete mess of transportation regulation now existing. His name is B. R. Prall, and he is president of Butler Brothers.

Speaking in Chicago (see *Railway Age*, May 7, page 11), this top executive in the retail supplying field displayed courage in confessing convictions which, on first sight, appear to be directly opposed to his own business interests. He reminded his audience that the "development of intense competition in transportation has by no means benefited the small shipper. In fact, it has penalized him. Under the monopolistic transportation system [of the railroads], the burden of cost was placed on the type of traffic which could best afford it." Today, the speaker pointed out, cost is becoming the stronger element in rate-making.

The kind of competition now prevailing in transportation has hurt the shipper of small-lot freight. Mr. Prall believes, however, that the answer lies in prescribing more rather than less competition in transportation; and that there should be, toward this end, a large and revolutionary reduction in regulation. The sole excuse for regulation of the railroads. Mr. Prall believes, was the monopoly of the inland carrying trade they once possessed.

Taking into account the competition the railroads now face from private as well as regulated carriers, including pipe lines, he believes that the railroads' only remaining "monopoly—the highly localized movement of ore"—is subject to the potential competition of belt conveyors, sufficient to discourage excessively high rates. He concludes that the "excuse of monopoly" for continued regulation is no longer valid. He urges that: "The right to put a price on their service should be restored to railroad management, and regulation should be confined to examining and, if necessary, correcting charges of discrimination."

Mr. Prall has evidenced penetrating discernment. The kind of "competition" now existing in transportation is not the genuine article—it is "neither him nor her." It is the competition of the free against the unfree—characterized by raids made by selective transporters and private transportation against the common carriers, which are not permitted reciprocal competitive power. The kind of freight Mr. Prall ships has borne higher percentage rate increases than larger shipments because it costs more to handle and because it was getting a "break" under the old "value theory" of rate-making.

But of greater significance, it is bearing greater increases because the common carriers are being stripped of a lot of their profitable freight by the *un*-common carriers, leaving fixed costs to be spread thicker over the thinner traffic of the common carriers—railroads especially.

It is possible to make rates, predominantly, either by "value of service" considerations (under monopoly) or by giving predominance to costs (under competition). But what won't work and can't work is what is now being attempted, that is, giving private and contract carriers full freedom to go out after such traffic as they can capture on a basis of costs, while denying the common carriers the right to compete for this traffic—and, at the same time, requiring the common carriers to continue to serve unremunerative traffic at below-cost "value of service" rates.

It is heartening to observe that interests concerned with small-lot shipments have taken cognizance of the threat to them in the continuance of the existing chaos in transportation rates, created and perpetuated by a regulatory set-up which is geared to 1900 rather than to 1953.

Space-conserving car layout, providing individual room-type accommodations with cot-size beds and private toilet and washing facilities for 40 passengers, can bring wholly new standards of comfort to long-distance coach travel



BUDD'S "SIESTA COACH" . . .

## New Lure for Passengers

To hold, recapture, and *create* long-distance rail coach travel are the triple objectives of the Budd Company's newly designed "Siesta Coach"—a partial mock-up of which is now being shown at Philadelphia to interested officers of passenger-carrying railroads.

### **What the Car Would Do**

The proposed new car would seat or sleep 40 passengers in single- and double-room units; superficially, its interior appearance would somewhat resemble that of a duplex roomette car. But the car is not intended by the manufacturer as a luxury vehicle; it is not designed to compete with existing Pullman services, or to draw patronage away from those services. Instead, its purposes are threefold:

(1) *To hold present coach traffic* by providing greatly improved standards of comfort and privacy for long-distance coach passengers at lowest possible fares.

(2) *To recapture business* which has been diverted to buses or to air-coach services, by making rail coach travel sufficiently attractive to offset, on the one hand, the slightly lower cost of bus travel and, on the other hand, the greater speed of air travel.

(3) *To create new business*, by combining comfort and economy to an extent never possible with any type of car heretofore available to the railroads.

The "Siesta Coach," it is believed, would probably make little appeal to "expense account travelers" or to other patrons of present Pullman services. But it is expected to attract many people who now use buses or

private automobiles for reasons of economy—retired individuals or couples, family groups, members of the Armed Forces, school teachers, clergy, and the like. And it is expected also to appeal to those who use air coaches "to get the agony over with"; foremost in this group might be mothers traveling with babies—for whom the new car would make special and unique provision.

### **Where It Could Be Used—and How**

Essentially, the proposed new car is a long-distance vehicle. Nevertheless, it could be used "wherever there is a substantial volume of coach travel during the normal hours of sleeping"—a field of application which is broad enough to cover anything from a short overnight run to a transcontinental haul.

The car has a capacity which could justify its being considered for operation at coach fares—plus an accommodation charge to cover the added cost of maintenance, linen, housekeeping, etc.

To permit the railroads to keep fares at the lowest possible point, the "Siesta Coach" has been designed throughout with regard to easy, economical maintenance and operation.

### **What It's Like**

As now planned, the "Siesta Coach" would be essentially a novel interior adaptation of a standard one-vestibule 85-foot passenger car of normal cross-section. The basic construction material, as in other Budd cars,



**FOR DAYTIME TRAVEL**, each of the enclosed rooms would provide a comfortable foam-rubber-upholstered seat. Each room would have its own window, and individual controls for lighting, heating and air conditioning. For easy maintenance, the car would be floored throughout with rubber tile; hoppers would be wall-hung, with an unobstructed floor area beneath them, and all corners in that area would be rounded.



**FOR NIGHTTIME USE**, each room would provide a bed, 72½ inches by 24 inches, with a 4-inch foam-rubber mattress. Mitered lower sheets, and prefolded upper sheets and blankets, stored by day in the "boot" into which the bed's foot section folds, would permit easy bed-making by passengers themselves. The canvas baby crib, shown here in night position in a lower room, snaps easily into place when needed.



**AMPLE SPACE** is available in both upper "A" and lower "B" rooms to hang clothes at full length, and to use lavatory facilities without interfering with either seat or bed. Each room has two mirrors, one above the wash basin and



one, full length, on the inside of the aisle door; shelves for toilet articles; a paper towel and paper cup dispenser; a 110-volt a.c. electric outlet; a used razor blade receptacle, and other conveniences.



would be shot-welded all-stainless steel, with all materials, construction methods and specifications meeting or exceeding present railroad standards. Trucks would be four-wheel, roller-bearing, spaced 59½ feet on centers. Total weight, ready to run, including 500 gallons of water and normal maximum load of 40 passengers, would be approximately 146,400 lb.

It is only the interior which would differ from railroad cars already in common use—but that would differ radically.

As presently designed, the "Siesta Coach" provides for 36 single and two double rooms, distributed equally on both sides of a standard 24-inch center aisle, for a total seating or sleeping capacity of 40 persons. This arrangement provides the optimum combination of total passenger capacity and total enclosed units of salable space.

Single-room accommodations—the only ones now on exhibition in mock-up form—are divided into two types—upper, or "A" rooms, and lower, or "B" rooms. The lower rooms are at standard car-floor level; upper rooms, with floors two feet above that level, are reached by two illuminated 12-inch steps.

While duplexing has necessarily compelled certain differences between the two types of rooms, fundamental facilities are the same in each type. Basically, these include a single daytime seat, upholstered in foam rubber; a two-part cot-size bed; a folding wash basin; a toilet (the cover of which can be used as a second seat); and space for storing luggage and hanging clothes.

Each room has its own window, of the double-glazed breather type, with the inside pane of laminated glass. Each room also has individual heating and air conditioning controls, and adequate lighting, likewise individually controlled, for all parts of the room.

The bed, when made down, is 72½ inches long by 24 inches wide, with a foam rubber mattress four inches thick, covered with wool repp. In the upper ("A") rooms, one section of the bed, when not in use, folds vertically into an alcove above and behind the seat; the foot section folds vertically into a "boot" in the forward wall of the room. In the lower ("B") rooms, one section folds vertically into an alcove behind the seat when not in use; when this section is lowered, the seat automatically folds down beneath it. The other section of the bed, as in the upper rooms, folds vertically into a forward wall boot.

In sleeping position, beds in upper rooms are about chest high above the floor of the room, but can easily be entered and left by using the toilet seat cover as a step. In lower rooms, the beds, when made down, are at about the level of the daytime seat.

The cot width of the beds, plus the fact that they are in two sections, makes them easy to operate without opening the sliding aisle door. With the bed in night position, there is ample room to undress or dress in a standing position, or to make full use of the toilet and wash basin.

Each section of the mattress is covered with a mitered lower sheet for easy bed making, while a full-length upper sheet, one or more blankets, and a pillow, are stored in the boot into which the lower section of each bed folds. This upper sheet and blanket or blankets are so placed that the passenger has merely to unroll them to make the bed fully ready for the night.

Toilets, in both types of rooms, are wall mounted,

with hand operated flush valves, composition seats and upholstered lids. Rubber seals are provided between seat and toilet top, and also between lid and seat.

The wash basin, of the conventional folding type, with a combination faucet and soap dish, is placed just above the toilet.

Luggage space, in both upper and lower rooms, is adequate for three full-size "two-suiters"; while the forward walls of both types of room provide ample space to hang clothes at full length.

In addition to these basic facilities, each room also has a toilet paper holder; utility shelves above the wash basin; a used razor blade receptacle; a razor strop hook; a mirror above the wash basin and a full-length mirror on the inside of the aisle door; a soiled towel receptacle; a coat and hat hook; an ash receiver; paper towel and paper cup dispensers; and a 110-volt a.c. electric outlet. Such "plus" items as individual circulating ice water and fans are not included in the basic design. Ice water would be available from a cooler at one end of the car.

The double rooms would have essentially the same facilities as the singles, but with two facing seats, and an upper and lower berth. All the double rooms would be at floor level.

General facilities to be provided in each car, in addition to the water cooler, would include two lockers for linen and storage at the blind end; and an electric locker and a small but adequate general or emergency toilet at the vestibule end.

#### **For Mothers—and Babies**

One of the many features which has favorably impressed those who have viewed the mock-up is the exceptional provision made for the comfort and convenience of mothers traveling with small babies. Each car would be equipped with baby cribs. These have a ¼-inch plywood base, 18 inches by 35 inches in size, supporting a foam rubber mattress of the same size, 2½ inches thick and covered with waterproof plastic. Sides (and, in cribs shown with the mock-up, the top also) are completely enclosed in snap-on duck webbing, so crisscrossed as completely to safeguard a baby while still allowing the mother free access to the child.

At each end this "crib" is secured by safety snaps to "eyes" in the walls. In the lower rooms it fits above the bed; in the upper rooms it rests below the bed. In either case, it is fully visible from the bed in the full-length mirror on the back of the aisle door, so that the mother, without leaving her own bed, can satisfy herself at any time about her child's condition. The location of the crib does not interfere with free use of the toilet or washing facilities or operation or use of the bed. Complete enclosure of the baby also makes it possible for the mother to leave the child in perfect safety to visit the dining car or for other purposes.

As an additional convenience, the private washbasin permits hot water heating of baby bottles.

#### **Planned for Easy Maintenance**

In keeping with its avowed objective of providing comfort at minimum expense—rather than luxury—the

"Siesta Coach" has been designed for quick, easy and economical maintenance. Examples of what will be provided to this end are rubber tile flooring throughout, in both aisle and rooms, with no door sills; minimum use of cloth upholstery; linoleum backing of all luggage storage space, and high stainless steel sheathing on each

side of the center aisle, to prevent scuffing of paint by passengers' baggage; rigidized stainless steel panels facing all seats to minimize marking of paint by passengers' shoes; wall-hung toilets with unobstructed floor area beneath; and fully rounded corners for easy and thorough cleaning.



**BABIES—AND THEIR MOTHERS**—get a special "break" in the "Siesta Coach." In addition to the collapsible crib (right and page 60) one section of the bed may be used as a dressing table or as a play area for a baby (above). The crib, 35 inches long, 18 inches wide and 16 inches high, is made of heavy duck webbing over a plywood base



and a 2½-inch foam rubber mattress. In the lower rooms it snaps into position, as shown, high enough to permit unobstructed use of the bed. In upper rooms, it fits under the bed. In either case, the full-length mirror on the inside of the aisle door allows a mother to observe her baby, without leaving her own bed.



**THE UPPER ROOM BED**, which "makes down" to about chest height, is easily reached by using the toilet seat cover as a step. Adequate luggage space is available in all rooms. Lower rooms (right) have an overhead rack, with



additional storage space under the boot which holds the foot section of the bed in the room's forward wall. Upper rooms have an equivalent amount of space at the top of the forward wall.

DRASTIC OPERATIONAL . . .

## Reforms for I. C. C.

Commissioner Arpaia would streamline procedures and tighten screening of every petition and application



Anthony F. Arpaia

Methods of eliminating basic causes of delay in the work of the Interstate Commerce Commission were outlined by I. C. Commissioner Anthony F. Arpaia in San Francisco on May 13. Addressing the annual meeting of the Association of I.C.C. Practitioners, Mr. Arpaia said "the long overdue organizational changes recommended by the Wolf report [*Railway Age*, March 23, page 12] will help tremendously, but changes in the structure of the organization below the commission level will not be enough. Something else must be added. However perfect the machine may be, unless there is more time and capacity at the commission level to initiate and interpret broad policy by relieving itself of minutiae, the basic cause of delay will still remain."

As a "tentative sketchy proposal for improvement," Mr. Arpaia recommended that every petition, application and complaint filed with the commission be examined "perhaps by a member of the Bureau of Law." If insufficient, or not within the jurisdiction of the I.C.C., it should be subject to rejection at that point. If acceptable it should be evaluated and then assigned for handling according to rules to be developed by the commission. After a hearing has been held, a proposed report has been circulated and exceptions and replies have been filed, all routine cases, as ultimately defined, should be submitted to Section 17 (2) boards for initial decision. The determination of the board would be subject to appeal to a division of the commission. Decision of the Appellate Division would be final in the absence of certification by the division, supported by an opinion of the Bureau of Law, that a new principle or point of interpretation is involved and a review by the entire commission is warranted.

There is no justification, Mr. Arpaia said, for further reviewing the judgment of a three-man Appellate Division on nothing but interpretation of factual issues in line with existing precedent. Reviewing a case *ad infinitum* in the absence of newly discovered facts and novel and changed conditions merely increases the workload and serves to postpone the effective date of an order. "If the composite judgment of three commissioners is not acceptable under such circumstances, then they shouldn't be there at all."

Similar delegation of authority to a board, and subsequent processing, should apply to matters which involve no hearing, such as uncontested revocations, dismissal actions, applications for temporary authority, transfers under section 212, determination whether to intervene in motor carrier proceedings and whether to stay Joint Board reports and recommended orders. Complaint and finance cases, transfers other than those under section 212, contracts, leases and other matters of less importance, should be similarly screened, assigned and processed. If, however, the matter involves an inter-carrier competitive rate, reparation cases over a fixed amount, disputes between carriers involving service and facilities, construction and abandonments, then a petition for *one* review by the entire commission, if requested, should be granted. Appellate Division memberships should be rotated to maintain a broad outlook.

### Further Recommendations

All finance cases involving reorganization or changes in financial structure of a carrier, revenue cases, rate cases of broad importance, divisions of joint rates between carriers, and investigations involving wide industry problems, should go directly to the entire commission for decision; the commissioner continued. All unnecessary layers of action by a division should be removed, because "these cases wind up before the entire commission anyway, not once but repeatedly." Oral argument should be granted within the discretion of an Appellate Division or the entire commission, as appropriate.

"Such a change in commission processes would permit more thorough concentration in important cases and improve the quality of commission reports; leave time for joint meetings with Bureau heads for exchange of views, coordination of action, planning and establishment of policy," Mr. Arpaia said. "It would also allow time for meeting with industry groups. Moreover, if the chairman were relieved from his duties on division assignments much of his time could be given to crystallization of policy and program issues for presentation and composite determination by the entire commission. With relief from the pressure of work, the

(Continued on page 85)



GREAT NORTHERN TELLS WHY...

## Passenger Service IS Important

Road's management considers good passenger service an essential ingredient of effective railroad performance

The Great Northern has found that its policy of maintaining consistently high standards of service in its passenger operations has brought the railroad at least three tangible benefits:

- (1) It has definitely attracted new freight business.
- (2) It has materially improved the railway's standing with all segments of the public throughout its territory, greatly facilitating the normal conduct of business.
- (3) It has attracted sufficient new revenue from passengers to enable the passenger service as a whole to meet its direct out-of-pocket expenses.

Perhaps the best testimony of the effectiveness of this policy comes from GN competitors—both passenger and freight—who agree that GN passenger service is tough competition and that it definitely has influenced the movement of freight.

Speaking on this subject, President John M. Budd recently told the New York Society of Security Analysts:

"If you stop 100 people on the street and strike up a conversation about railways, I'll bet my last nickel that

"I MAINTAIN that passenger service must be excellent, or it should be given up!" John M. Budd, president of the Great Northern.

—a Business Week photo



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● Why has the Great Northern invested \$20 $\frac{3}{4}$  million in very modern passenger equipment for a territory not heavily populated?

● What benefits has the Great Northern received as a result of this investment?

● Are the directors satisfied that the investment was wise?

● What is the Great Northern's passenger service policy?

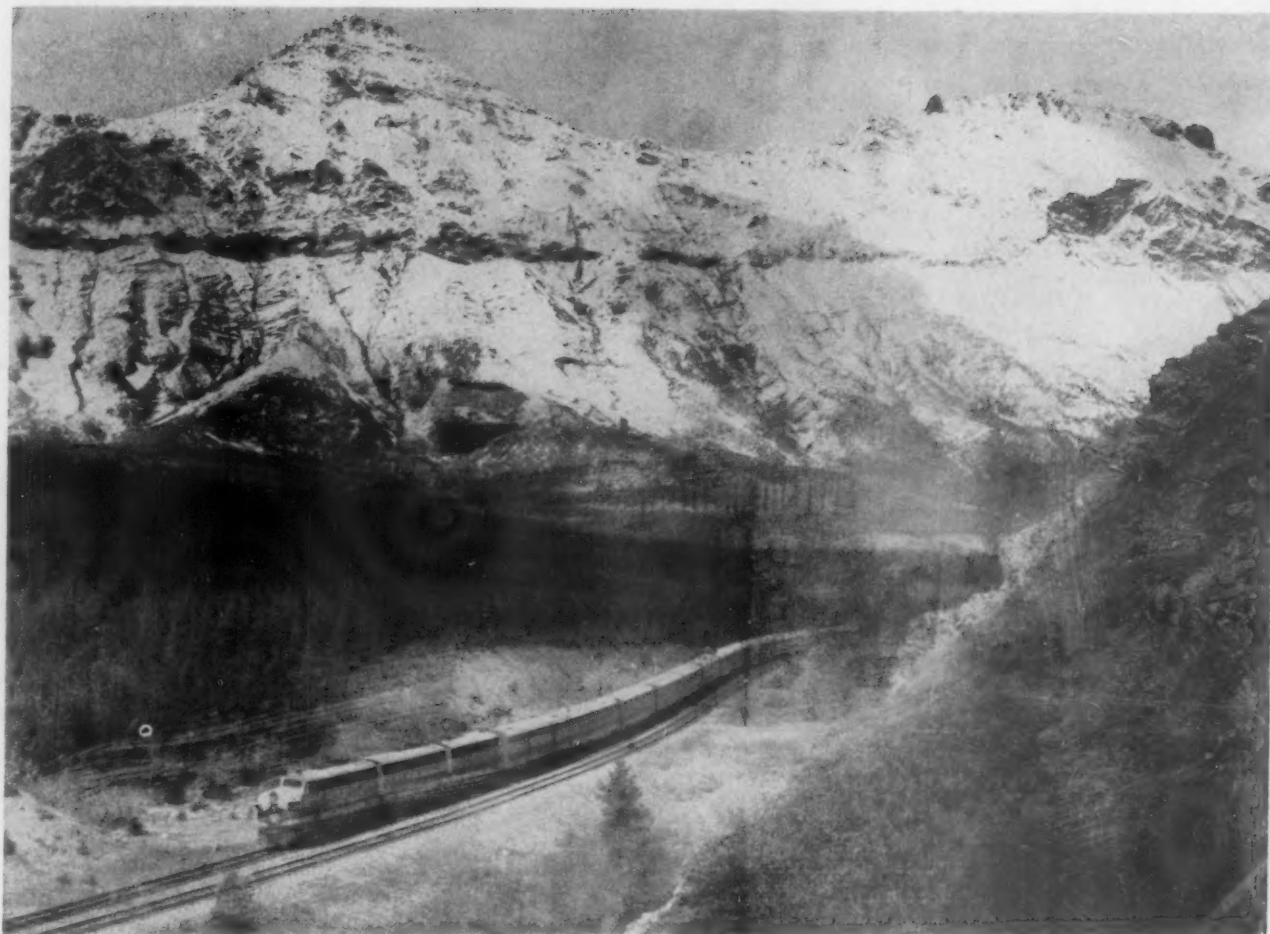
● Why does the GN prefer to develop the elastic vacation travel market?

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99 of them will be able to talk only about passenger service. This generally is true of corporation executives whose companies spend millions annually for freight services. It will be equally true of a clerk who travels out to see Cousin Nellie once a year. There are a few, such as your group and the industrial traffic group, who have concern and are familiar with the freight end of the railway business. But, generally, the world judges the railways by their passenger services. If this is the window through which we are viewed, we must wash it and shine it, or else cover it with a dark shade. I maintain that passenger service must be excellent, or it should be given up!"

The GN's efforts enabled it to report in excess of \$14 million in passenger revenues in 1952, or \$620,000 more than in 1951. This 5 per cent increase (as compared to the 1 per cent national increase) was almost entirely attributed to a greater movement of coach passengers. Passenger train services as a whole brought in about \$1 million more in gross in 1952 than in 1951. This represents about a 4 per cent increase.

The Great Northern has concentrated its developmental campaign on those lines with ample population to justify the provision of service, and where conditions indicated that competition could be met successfully. Today there are two transcontinental streamliners—the "Empire Builder" and the "Western Star"—operated between Chicago and Seattle, Wash., and Portland, Ore., in conjunction with the Burlington and the Spokane, Portland & Seattle, requiring a total of 11 sets of equipment. Two streamlined "Internationals" provide three daily round-trips between Seattle and Vancouver, B.C., and a streamlined "Red River" makes a daily round-trip between Grand Forks, N.D., and St. Paul. All of these streamline trains were placed in service between



SCENERY AND GOOD FOOD are winners in the GN survey of passenger opinion on its transcontinental "Empire Builder" and "Western Star."

1947 and 1951. (*Railway Age* April 12, 1947; July 1, 1951; and June 11, 1952).

In addition to its banner-carrying streamliners, the GN operates two daily round-trips between Portland, Ore., and Seattle, as part of a three-railroad pool operation. The "Gopher" and "Badger" between St. Paul and Duluth are semistreamliners carrying completely rebuilt coaches.

There are many other "passenger" trains operated by the GN, but those listed are specifically designed and operated for the accommodation of passengers. The other trains—such as the "Fast Mail" which operates between St. Paul and Seattle on fast schedule (and which, incidentally, regularly earns a substantial profit)—are designed and operated primarily for the accommodation of mail, express, baggage and other head-end traffic. These trains generally carry older, but comfortable and well-maintained coaches and sleepers for such passengers as find them convenient.

A substantial number of unprofitable trains have been eliminated. Within the past three years alone, passenger runs representing over a million train-miles annually have been dropped.

The management's whole attitude towards its passenger service is based on the realistic premise that the automobile has ceased to be a luxury and has become an essential part of the present-day way of life. Although the use of automobiles has increased to the point where

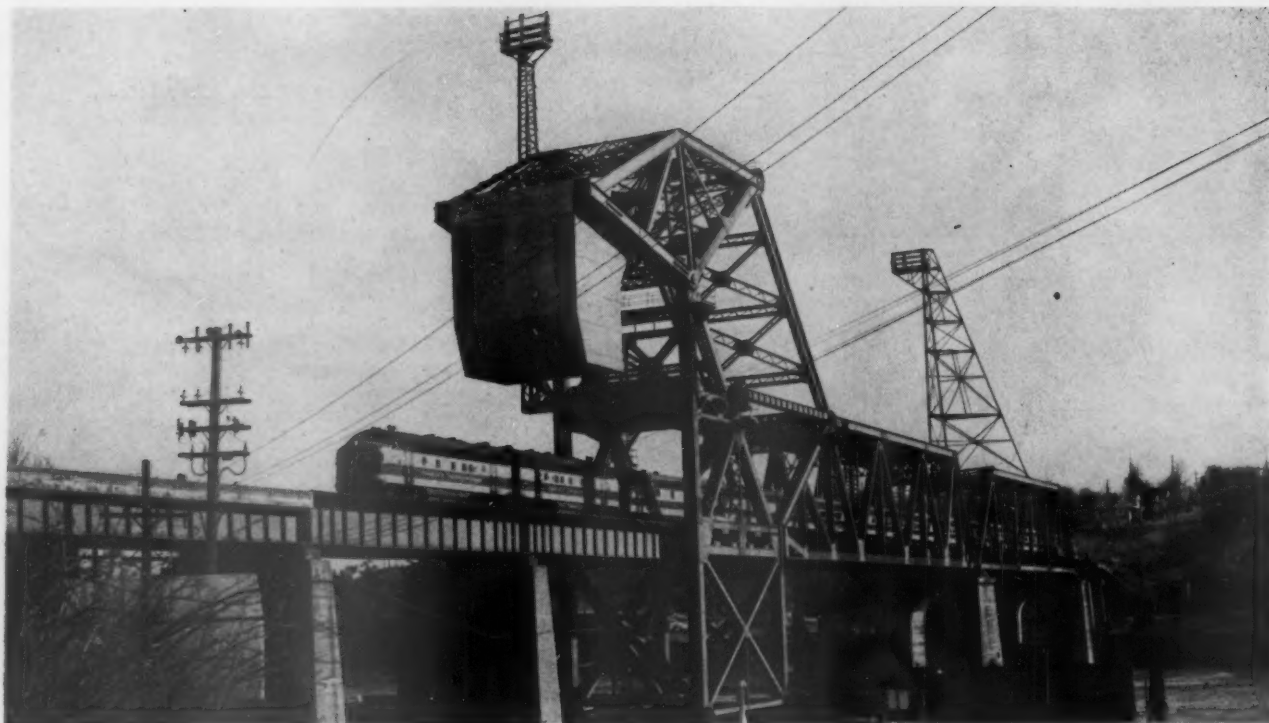
highways in some areas of the country have become saturated, this condition generally does not prevail in GN territory. On the other hand, severe climatic conditions *do* keep automobiles off the highways in much of that territory during the winter—fortunately, at the time when the railway is best able to handle extra traffic.

Recognizing that few GN passengers *must* ride trains, primary attention has been devoted to designing and maintaining a service which will please—and attract—the traveling public. All equipment on the streamlined trains is modern and easy-riding. Interiors have been decorated in gay, pleasant colors and motifs in keeping with the territory the trains traverse. The schedules are fast, and the transportation department is proud of its average on-time performance record (92 per cent for the period April 1, 1952, through March 31, 1953) in spite of severe winter weather on many portions of the line.

A feature of GN passenger service is the attention paid to many small details—the little things which easily can be overlooked. In his New York address Mr. Budd said:

"The GN's traffic department was convinced that a carefully designed, well-merchandized transcontinental streamliner would be profitable, and, in addition, would enhance the GN's prestige through introduction of the first modern train to the Pacific Northwest. After careful consideration of all the factors, the road's board of directors authorized the purchase of new equipment





THE RAPID GROWTH of the Pacific Northwest has been an important factor in the development of GN

passenger service. The "Empire Builder" crossing Salmon Bay, near Seattle, Wash.

for the railway's first streamlined "Empire Builder."

This train made its debut in February 1947, and from the time it first was exhibited the enthusiasm it generated among the general public and employees has continued and grown.

The second step in the program was introduction of the streamline "Internationals" and "Red River" in June 1950. Then in 1951 a completely new "Empire Builder" was inaugurated, and the equipment acquired in 1947 for the first streamliner was augmented by some new cars and placed into service as the "Western Star," replacing the "Oriental Limited," a work-horse train consisting of old equipment.

Even though the "Western Star" is the road's secondary transcontinental train, it has generated an appreciable amount of new revenue patronage, especially during the summer travel season. Furthermore, since the "Western Star" is operated via Grand Forks, N. D., and more recently through Great Falls, Mont., its operation has permitted discontinuation of local trains operated over Montana lines. Routing the "Western Star" into Great Falls produced a large upsurge of passenger travel to and from this city, the largest in the state.

It would be impossible for the GN to operate such fast schedules over its mountainous line were it not for the policy of continuous line improvements laid down by James J. Hill—the man for whom the "Empire Builder" is named—from the day the line was completed to Puget Sound, and consistently followed by every management since. Thus the railway has constantly been rebuilding its tracks to higher standards eliminating curves, reducing grades, and generally improving the line. These improvements, plus the advent of diesel power, made possible many passenger service achievements (such as routing the "Western Star" via Great Falls

without materially lengthening its overall schedule) which would have been impossible only a few years ago.

Passenger traffic on the GN transcontinental and Puget Sound lines is highly seasonal—with large peaks in the summer. When new equipment was purchased, enough cars were acquired to protect the normal peak season loads. This made it possible to set up a preventive maintenance shopping program based on the remaining nine months of the year. Under this program, each car is sent through the shops once every three years for maintenance and general refurbishing. Since a high percentage of its passenger-carrying equipment is relatively new, the Great Northern anticipates that this regular shopping program will enable it to maintain its cars to high standards at a reasonable cost. Observers are of the opinion that this shopping program has had a marked influence on the quality of its trains even at this early date.

The GN management is working hard to rid itself of the "No, it can't be done" and the "We've done it that way for 40 years" philosophies, and to stimulate recognition of the fact that conditions constantly change; hence procedures used to meet them should change too.

On the subject of fares, the GN's passenger department is a firm believer in the necessity of low fares to attract large volumes of traffic. GN coach fares on its Pacific Coast routes between Portland and Seattle, and between Seattle and Vancouver are among the lowest in the country—2 cents a mile one-way and 1.8 cents round-trip. These fares, plus the improved services on the Seattle-Vancouver line, have generated a substantial volume of traffic and have successfully challenged bus competition, even though they have not produced the profit originally anticipated because of increases in operating costs since the streamline "Internationals" have



been in service. The low-fare competition from air coach plane services has affected the growth of rail traffic, but the trains are reported to be "holding their own."

GN's Interstate Commerce Commission passenger operating ratio (162 in 1952) is not low; however, cost studies have shown that the principal passenger-train operations are turning a profit on an out-of-pocket train basis. The fly in the ointment is the large amount of local and supporting mail and "head-end" service which must be operated on all parts of the system. Although some of these trains do earn out-of-pocket profits, others incur substantial losses. And, because mail volume is unusually high through most of the GN's territory—particularly in winter—and of great importance to the communities served, the continued operation of these trains raises numerous problems. But the railway is hacking away at them, striving to develop better methods. (See "GN Tackles Head End Delays," *Railway Age*, March 9, 1953).

GN's management reports that the railway's directors have watched the development of the passenger program with encouraging interest and counsel, and have indicated belief that results to date have justified the investment in new equipment.

"It is not enough to offer a good product at the right price. It must be sold. Salesmanship goes beyond advertising and conveniently located ticket offices. Every employee dealing with a customer must make that customer want to use our service again and again. That is not a simple matter, because a dollar spent on rail travel puts the customer in contact with more employees than a dollar spent for service provided by any other public utility.

"One unfortunate experience with any single employee can undo the splendid impression made by dozens of others who have afforded courteous and considerate service. Furthermore, it is the little things that count and these are the most difficult to impress upon employees. This has been proved time and time again. So, in order to sell our product in a highly competitive market, it is imperative that we have an *esprit de corps* that permeates the whole organization. This we consistently try to do."

### The Public Speaks

Public reaction to the service is sought specifically by means of frequent "on-board" surveys of revenue passengers as a measure of the degree to which the railway is actually producing a service which meets with passenger approval. The information obtained thereby, becomes the criteria for planning and operating the service, and in mapping out passenger service advertising campaigns. The most recent "quiz" conducted on the "Empire Builder" and the "Western Star" in October 1952, produced this useful information:

- Eleven cities produce about 40 per cent of the traffic.

- About 50 per cent of the "Empire Builder" passengers, and 35 per cent of the "Western Star" passengers, were enroute to off-line destinations.

- Vacation was the reason for travel given by 39 per cent of the passengers, with business representing 25 per cent and "personal" 22 per cent.

## CUTTING OUT THE LOSERS

A definite part of the Great Northern's passenger service program is the method it has evolved for seeking government authority to discontinue passenger train service where it is no longer economically justified.

When it has been determined that a certain train should be discontinued—and it has been definitely established that there is no hope of placing it on an economically self-supporting basis by changes or improvements in its operation—the GN takes the facts and the problem directly to the people in the area affected.

First step is determination of legitimate instances of hardships to communities which might result from discontinuance of passenger services, and development of satisfactory substitute arrangements before formal action is taken.

Before the GN files its application with the state utilities commission the railway announces its intentions to the public along the affected line through special advertising in local newspapers. The advertising states the problem confronting the GN and establishes the reasons why discontinuance is economically necessary.

Concurrent with appearance of the advertisement a team of operating, traffic and law department representatives travel through the affected territory to talk with shippers, municipal officials, newspaper editors and leaders of local civic organizations.

The GN's management does not contend, of course, that this technique is wholly effective in every case; but there is substantial proof that giving the public factual information in advance very materially reduces local opposition.

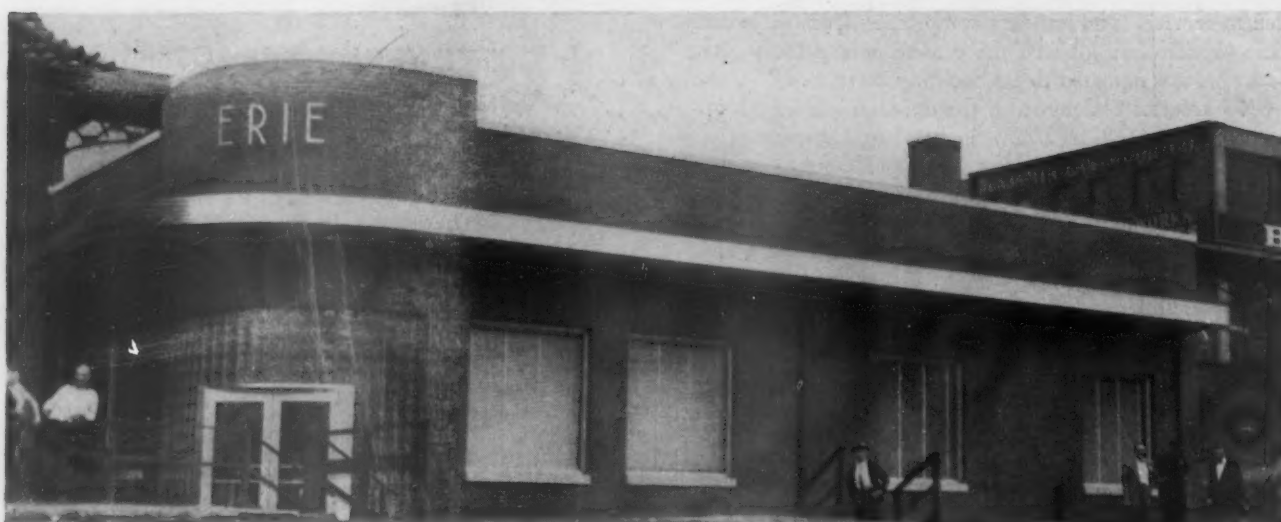
- Passengers stated they selected the GN in preference to other railroads because of convenience, and in preference to other modes of transportation because of comfort.

- Passengers said they enjoyed the scenery the most, food second.

- On the "Empire Builder" 39 per cent, and on the "Western Star" 42 per cent, of the passengers live "on-line."

At the end of World War II, the GN faced the option of following one of three courses with respect to its passenger service: One was to continue existing service; another was to drop out of the passenger business entirely; and, the third was to improve the service.

In making its decision, the GN management, then headed by President F. J. Gavin, was faced with the fact that most of its passenger-carrying equipment was both old and in such condition, due to intensive usage during the war years, that rebuilding was out of the question. It was obvious that if any attractive transcontinental passenger service were to be operated, new equipment would be essential. Further, during the war years the Pacific Northwest had grown rapidly and was insistently demanding improved passenger train services—particularly a fast transcontinental streamliner (Seattle, Spokane and Tacoma were then the only major West Coast cities without such a streamliner).



TRAFFIC ANALYSIS conducted by the Erie showed number of riders on and off at each station on the Green-

wood Lake line for four-month period in 1952. Figures developed were basis for cutting off trains.

## ERIE IS REDUCING ITS PASSENGER DEFICIT

# How Traffic Analysis Helped

New Jersey utility commission order recognizes presentation as clear picture of demand for service; most regular passengers unaffected by changes

The Erie recently was successful in securing authority to make a substantial reduction in the number of money-losing passenger trains operated on its Greenwood Lake branch in the New York suburban area. The methods used by the carrier in presenting its evidence to the New Jersey Board of Public Utility Commissioners are considered by its officers to have contributed greatly to this result. The order of the commission in Docket 7012, dated April 15, permitting discontinuance of most of the trains the Erie sought to drop, said that granting the carrier so much relief was decided on the proof presented by the Erie that the changes asked would affect only a small proportion of regular commuter passengers. The railroad's evidence also showed the out-of-pocket loss sustained in operating passenger service on the branch, but these figures were not cited as of first consideration to the commission.

To prove its point that reducing the number of trains serving commuters on the branch was justified, the Erie presented an extensive traffic analysis which:

1. Defined the problem, i.e., indicated the average number of users for each train, by type of ticket used; thus showing which trains were well patronized and which were not.

2. Using figures developed in the survey, worked out a solution, well-supported with facts, showing the number of persons who would be affected by the proposed schedule changes and the extent to which each such person would be affected.

3. Presented its evidence in a clear and convincing manner.

4. Struck some compromises with commuters who objected to some of the changes originally proposed.

The Erie's presentation to the New Jersey P.U.C. was prepared by the road's research department, with the cooperation of the accounting, traffic, operating and legal departments. There was the usual analysis of the costs (out-of-pocket) of providing the service on the Greenwood Lake, Caldwell and Orange branches. (Orange and Caldwell branches diverge from the Greenwood Lake line.)

The evidence presented showed that the Erie was losing, out-of-pocket, on this operation a minimum of \$675,000 per year, not including interest on investment. The presentation showed also the savings to the road which could be made through elimination of services and facilities incidental to abandonment of passenger service on the branch. Then the study went into what the Erie proposed to do to eliminate about \$365,000 of the total deficit on the branch, and how the figures had been arrived at. This was the case-winning part of the presentation.

The Erie's method for working up information to support its case was as follows:

A four-month test period, April through July, 1952 was surveyed. Total (average) number of passengers per train, per day, their on and off stations, type of transportation (ticket) honored, were shown in an exhibit. This also included Saturday and Sunday trains and those on the two holidays occurring in the survey period, Memorial Day and July 4. Based on these data, another exhibit showed the effect on passengers of the proposed

# **GREENWOOD LAKE DIVISION** **AVERAGE NUMBER OF PASSENGERS PER DAY ON AND OFF EACH TRAIN BY** **SELECTED STATIONS**

APRIL, 1952 TO JULY, 1952, INCLUSIVE

## **AND EFFECT ON PASSENGERS OF THE PROPOSED EASTBOUND WEEKDAY TRAIN SCHEDULE**

Present Train No.	Proposed Schedule	Effect on Passengers	Jersey City		Arlington		West Arlington		North Newark		Forest Hill	
			On	Off	On	Off	On	Off	On	Off	On	Off
500	Cancelled	Assumed lost	..	12	2	1	..	..	1	1	1	1
502	No change	Not affected	..	39	12	2	..	..	7	4	4	..
504	No change	Not affected	..	135	22	4	4	..	17	4	6	1
506	No change	Not affected	..	256	32	13	4	..	33	19	7	2
404	Cancelled	(Affected—Ride 506 (a))	..	79	32	1	4	..	32	..	12	..
		Assumed lost	..	12	..	4	..	..	..	1	..	3
508	No change	Not affected	..	348	67	21	10	..	66	19	13	3
458	No change	Not affected	..	468	..	..	..	..	..	1	..	..
510	No change	Not affected	..	494	..	..	..	..	97	26	..	..
406	Main Line—No change	Not affected	..	159	87	2	24	..	30	..	20	..
	Orange Br.—Cancelled	Assumed lost	..	29	..	2	..	..	..	3	..	1
464	No change	Not affected	..	519	..	..	..	..	..	..	..	..
514	No change	Not affected	..	273	25	6	..	..	26	20	5	1
408	Cancelled	(Affected—Ride 514 (b))	..	24	10	..	..	..	11	1	4	..
		Assumed lost	..	9	..	..	2	..	..	..	..	..
516	No change	Not affected	..	139	..	..	..	..	5	4	..	..
518	Cancelled	Assumed lost	..	65	6	1	..	..	8	3	2	..
520	Cancelled	Assumed lost	..	23	3	1	..	..	4	1	2	..
522	Cancelled	Assumed lost	..	20	3	1	..	..	3	2	1	..
526	No change	Not affected	..	36	3	6	..	..	4	3	2	1
410	Cancelled	Assumed lost	..	..	..	..	..	..	..	..	20	..
528	Cancelled	Assumed lost	..	26	7	13	..	..	10	4	19*	1
530	No change	Not affected	..	10	..	2	..	..	1	1	3	..
412	Cancelled	Assumed lost	..	..	..	..	..	..	..	..	..	..
532	Cancelled	Assumed lost	..	5	1	..	..	..	1	1	1	..
534	No change	Not affected	..	11	1	1	..	..	2	1	..	..
538	Cancelled	Assumed lost	..	4	1	1	..	..	1	..	..	..
<b>TOTAL</b>			..	<b>3235</b>	<b>314</b>	<b>82</b>	<b>48</b>	..	<b>359</b>	<b>119</b>	<b>102</b>	<b>34</b>
Total Not Affected			..	<b>2927</b>	<b>249</b>	<b>57</b>	<b>42</b>	..	<b>288</b>	<b>102</b>	<b>60</b>	<b>8</b>
Total Affected but not lost—			..	..	..	..	..	..	..	..	..	..
From 1 to 10 minutes			..	79	32	1	4	..	32	..	12	..
From 11 to 20 minutes			..	24	10	..	..	..	11	1	4	..
Total Assumed lost			..	<b>205</b>	<b>23</b>	<b>24</b>	<b>2</b>	..	<b>28</b>	<b>16</b>	<b>26</b>	<b>26</b>

(a) Between 8 and 9 minutes earlier

(b) 20 minutes earlier

\* 11 of the 19 are transfers from Train 410

† At seven other stations, shown in the complete tabulation, a total of 142 passengers per day were involved.

change in train schedules and elimination of trains. Special tickets were printed by the Erie for the test period, and each pass rider had to fill out a slip each time he used his pass. The conductor of each train sent lifted tickets to the auditor of revenues. The analysis of them was made by the research department.

The result of this study was that the Erie was able to show that of the 3,542 passengers carried daily on east-bound (weekday) trains, 3,127 would not be affected in any way by the proposed new schedules. Eighty passengers would have to leave home 1 to 10 minutes earlier than they did under existing schedules, while another 25 would be similarly affected by 11 to 20 minutes. It was assumed that the remaining 310 passengers would be lost to the railroad by the schedule reductions, although the Erie did not think all would quit riding the trains.

On the westbound or homeward movement, 1,030 were shown to be unaffected by the new schedules, 1,275 by 1 to 10 minutes, and 667 by 11 to 22 minutes. Again, it was assumed that the remainder, 368, would be lost.

The Erie then showed that, based on these schedules, the deficit would be cut to roughly \$310,000, and detailed the to-be-discarded services and facilities, etc., that went into making the saving.

The public had its day in court, of course, and suggested that some changes be made in the new schedules

proposed by the railroad. The result of this was that the Erie compromised with the commuters, and a few of the trains the carrier had planned to cut off it agreed to continue on the new schedules, although some time changes were made. Nevertheless, the Erie's estimated savings will be upward of \$250,000.

When the board issued its order it had this to say about the case and the Erie's survey:

"The result of this survey is a clear picture of the demand for service as represented by the number of passengers carried and appears to be inaccurate only to the extent that a passenger might not actually complete the ride between the stations shown on his ticket." In referring to the compromise schedule, the board said that it "appears to satisfy objections raised by the commuters" to the railroad's proposal. The board said it was not bound in any way by the compromise worked out in conference by the Erie and the commuters but "recognizes the comprehensive case presented by the Erie . . . as well as the spirit of cooperation which led to the agreement, and is therefore of the opinion that the (compromise) schedules . . . seem reasonable and should be given a fair trial." Further, the board, "in making a determination in such cases, gives primary consideration to the demand of the public for transportation and has never allowed the financial aspect of the case to become the controlling factor."





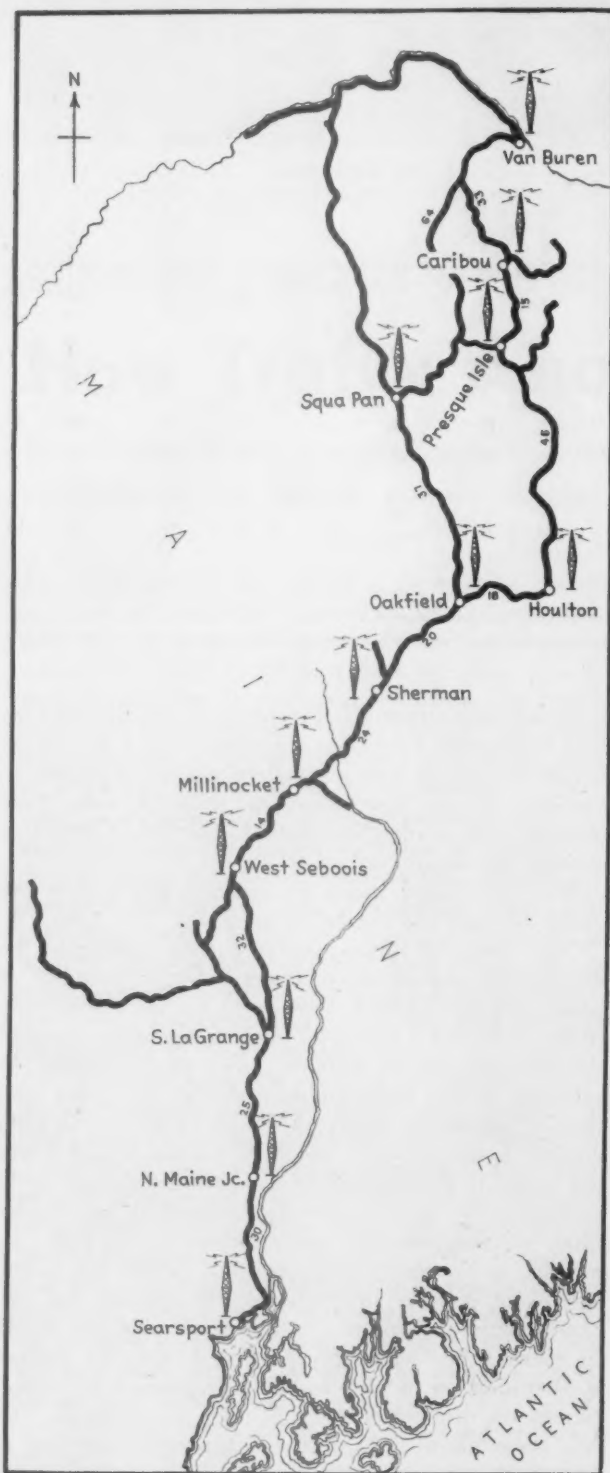
**BECAUSE** enginemen in their diesels can communicate with . . .



**DISPATCHERS**, operators, and yardmasters at fixed stations or . . .



**TRAIN CREWS** in cabooses or alongside . . .



## Radio Pays Off On Bangor & Aroostook

Train radio is the best thing that ever happened on this railroad," declares Lawrence Ward, veteran locomotive engineer on the "Aroostook Flyer." Excepting dieselization, the road's management agrees. There is accord on this point from President Curtis M. Hutchins right on down the line to the yard clerks at Northern Maine Junction and Oakfield, and the crews on passenger trains, road freights, and yard assignments.

The Bangor & Aroostook initiated experiments with short-wave train radio early in 1949. During a three-month test period it was indicated that at least one hour of delay per train per day could be eliminated, with many other benefits related to improved communications. In 1950 seven Southern division stations, fourteen locomotives and eight cabooses were equipped with sending and receiving sets. Two years subsequent experience with this installation led to the decision to extend radio over the entire railroad, and this project is now virtually completed. The cost of the original Southern division installation was approximately \$55,000. Extension to five additional wayside stations, equipping all locomotives, and providing all cabooses with mobile sets, cost an additional \$53,000. Systemwide coverage has been achieved at a cost barely in excess of \$100,000.

The principal advantages are (1) economy and (2) service improvements, and although both are largely intangible, they are very real. It has not been possible to set a fixed dollar value on the benefits of the radio installation. Efforts to do so by comparing performance before and after radio installation have been complicated by the concurrent changeover from steam to all-diesel operation, traffic fluctuations, and important schedule changes.

The completed radio project includes wayside installations at 12 points—as indicated on the accompanying

**FIXED RADIO STATIONS** are located at 12 points. Numerals on the map indicate the rail mileage between the radio equipped stations.

map—located to permit trains to be in continuous contact with a fixed station. All installations operate on a frequency of 159.99 megacycles. A total of 38 locomotives are equipped with radio receiving and sending sets capable of making contacts within a range up to 35 miles. Power is taken from the locomotives' 64-volt starting batteries and converted to a.c. through a vibrator-converter.

Eight cabooses were equipped, at the outset, with diesel motor-generators for power supply and built-in radio sets. In equipping all cabooses, however, it was decided that walkie-talkie sets, providing a range up to five miles, would be adequate and would permit important savings in the initial cost. Because of sharp traffic fluctuations, many cabooses are used only seasonally, and permanent radio sets with generators for power supply are not felt to be warranted. In practice, the walkie-talkie sets have proved additionally advantageous because of their portability. Crews leaving the cabooses to inspect trains take the sets with them and keep in touch with their engine crews from the ground.

A radio service shop has been set up at Northern Maine Junction to take care of the Southern division, and a similar facility is being constructed at Oakfield for the Northern division. Two full-time maintenance men will be employed checking and servicing the radio equipment.

#### How Radio Is Used

Constant contact is available between head-end and rear-end crews of moving trains, between these crews and wayside stations, and with other moving trains. There are numerous instances where crews on one train, or employees at wayside points, have detected hot boxes or brake rigging down on passing trains and have been able to inform the train crew involved immediately.



A REPAIRMAN inspects the 60-foot fixed station antenna at Houlton. Normal range of the transmitter permits contact with Oakfield, 18 miles away, and with all

Crews in cabooses detecting defects on their own trains are able to report instantly to the engine crews, who make normal service brake applications, eliminating the need for stopping trains with the conductor's valve. This reduces possibility of damage to lading from rough stops, a particular advantage, the B&A points out, where a high percentage of traffic is newsprint paper.

Most of the operational advantages are also service advantages, for they relate to the quicker movement of trains over the road and into and out of yards. The greatest single time saving occurs in getting trains into yards. On approaching Oakfield, for example, the engine crew contacts the yardmaster, informing him of the train's whereabouts. The yardmaster then lines up the yard to provide track space for the arriving train, and advises the crew what track to use. He might advise, for example, "Go in No. 6 track with your whole train; the yard crew will take care of your caboose." This obviates holding the train out on the main line, and flagging, while the head brakeman gets instructions. The yardmaster is able to talk with his yard crews, coordinating their moves with the expected arrivals of road trains.

In the outbound operation the yardmaster advises the road crew when their train is ready. The rear-end crew advises the engine crew when required aid pressure is available at the caboose, and gives a verbal highball.

In approaching meeting points, crews of both passenger and freight trains get in touch with each other and advise their respective locations, lengths of trains, and other information pertinent to making a safe, speedy meet. One crew reports, for example, that its train is in the clear, and how the switches are lined. Leaving a passing track, rear-end crews keep enginemen informed as to the number of cars still short of the main; when cleared; when the switch is returned to normal position; and when the flagman is on board. No time is wasted on guesswork.

Radio, with all its advantages in regular operations,



trains within that range. (Above) All Bangor & Aroostook diesel locomotives now bear the new monogram, "Radio Equipped."

proves an exceptionally valuable tool in emergencies. A derailment at a remote point—not accessible by highway—resulted in the destruction of several panels of ties. Headquarters was radioed from the scene. A local freight ready to leave Millinocket was, in turn, contacted by radio and ordered to pick up a car of ties and move it to the location of the derailment. Several hours, and probably a special train movement, were saved in restoring the track to service.

A freight entering Oakfield yard broke a knuckle near the rear of the train. The conductor walked forward to the break, carrying his walkie-talkie, and radioed the yardmaster the size of the knuckle. A yard engine picked up a new knuckle and had it to the break in a matter of minutes.

Overheard by *Railway Age's* reporter while monitoring the radio at Oakfield one evening (and likely to be heard only on the Bangor & Aroostook): "This is Engineman Quimby on No. 8. Just struck a bull moose at Mill Brook. No damage to equipment." The dispatcher promptly notified the section crew so that the carcass could be disposed of.

A 90-car train developed trouble with the third diesel unit. The engineer informed the conductor that he would stop at the crest of the grade, avoiding the necessity for

him walking forward to ascertain why the stop was made. The unit was cut out and the flag whistled in. The conductor reported when the flagman was back on board, and the next division point was radioed so that a substitute unit would be ready upon arrival. A good many minutes were saved on the road and at the terminal in this instance, typical of many cases which, without radio, would be the cause of major train delays.

J. C. Gardiner, Jr., vice-president and general manager, admits that it is not easy "to put your finger on any fixed rate of return," but that it is definitely there, and it is substantial. "In bad weather radio is a lifesaver," he states.

"In emergencies it is all but indispensable. It takes a lot of guesswork out of yard operations, and expedites movement over the road, reducing crew overtime and fuel consumption, and at the same time improves service to our shippers. Now that we have radio," Mr. Gardiner says, "we don't know how we ever did without it."

Federal-Farnsworth radiotelephone communication equipment, furnished by the Federal Telephone & Radio Corp., was used for the Bangor & Aroostook installation, except the walkie-talkie units which were furnished by the Hallicrafters Company.

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## \$6 Million SP Yard at Houston

Inadequate flat-switching terminal to be replaced by modern gravity-switching yard to speed traffic through hub city in Texas

When D. J. Russell, president of the Southern Pacific system, announced that the Texas & New Orleans would spend \$6 million to build a modern pushbutton gravity-switching yard at Houston,\* he said that, when completed, the new facility would "usher in a new era of speed, safety and efficiency in freight-car handling in the Houston terminal area." The new terminal will envelop the road's existing flat-switched Englewood yard and is designed, he said, "to move freight cars from consignor to consignee in the shortest possible time, at the lowest cost and without damage to the lading."

Houston is one of the road's main hub cities. From there its lines fan out to the east to Beaumont, Tex., and Port Arthur and New Orleans, La., north to Dallas, Austin, Fort Worth, Shreveport, La., and St. Louis, west to San Antonio, El Paso, and California and the Pacific Northwest, and south to Galveston, Corpus Christi, and the Rio Grande valley. More than a million cars are handled annually at this point by the Southern Pacific. Because the existing yard was inadequate to accommodate this volume of traffic with the desired speed and economy it was decided to build a modern retarder-classification yard.

\**Railway Age*, March 9, page 18.

Several months before plans for the new facility were approved, the Southern Pacific sent a number of its senior operating, engineering and mechanical officers to inspect similar installations in other sections of the country. The result was the decision to build a 48-track classification yard which will hold 2,390 cars and make it possible to classify 4,000 cars in a day. Other units will include 11 tracks for train make-up and departure and 10 tracks for assembling local trains for terminal transfers. The new yard will be 1,500 ft. wide, with 76 tracks across, and cover 300 acres of ground. Its receiving, classification and forwarding units will have a total capacity of 5,620 cars.

One of the unusual features of the yard will be the height of the crest of the grade—27 ft. above the ground level—to permit the existing tracks of the Houston Belt & Terminal to pass underneath.

At the retarder end of the yard, the tracks will fan out into six groups of eight tracks each, which will be served by one master and eight final retarders. The retarders will be equipped for automatic speed control operated from a control panel in the upper level of a tower situated near the master retarder. Through pushbutton control on the panel, the operator will be able





**MAJOR COMPONENTS** of the T&NO's retarder-classification yard, which is now under construction, are indicated by this perspective drawing. The crest of the switching

grade will be 27 ft. higher than ground level to permit the tracks of the Houston Belt & Terminal to pass beneath the hump lead track.

to set the retarders for specified car-leaving speeds and thereby obtain the proper speed for coupling cars on the classification tracks. The switches at this end of the yard will be power-operated and will be push-button controlled by an engine foreman through a switch-control machine in a building at the crest of the grade. Routes of a car or a cut of cars will be automatically set up through this machine.

The railroad plans to install an electronic scale, 92 ft. long, just below the crest of the grade, ahead of the master retarder, where the grade will be approximately three per cent. Cars requiring weighing will be weighed while in motion and the weight will be stamped by an automatic recording machine.

When the project is completed, train consists will be sent to Houston by Teletype several hours ahead of the train. This information will include full data on every car, its number and initials, contents, consignee, destination, routing and special service instructions. The record will be used by yard personnel to prepare switch lists and tags for each car before the train reaches Houston. From this advance information, the yardmaster will designate the track into which each train will be received and will make all necessary arrangements and issue instructions for the prompt handling of each car.

From the receiving track the train will be taken by a diesel switcher to the switching lead and pushed up the grade. As they approach the crest the cars will pass over an inspection pit equipped with mirrors and floodlights

to aid the inspectors in locating any mechanical defects.

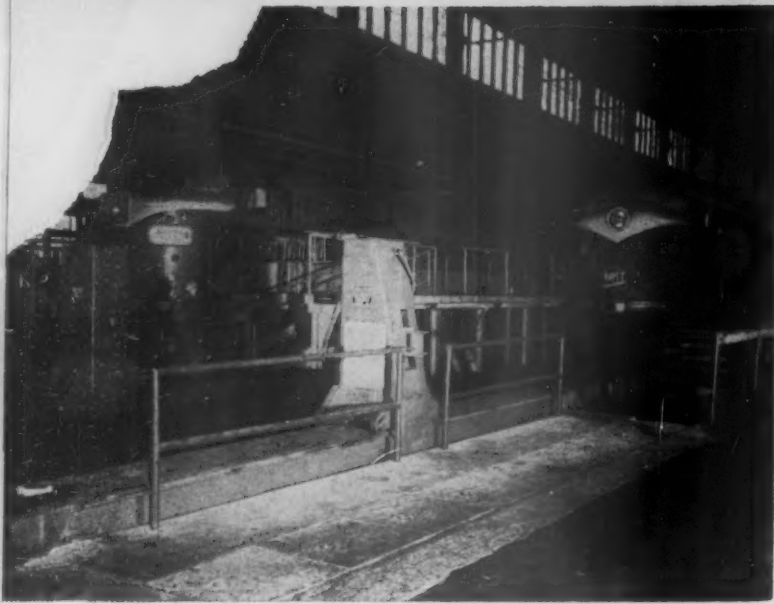
A yardmaster, working in a tower at the other end of the classification yard, will plan, direct, and supervise the operations of moving the cars from the classification to the make-up tracks for departing trains and of dispatching cars to Houston industries and to local interchanges with other railroads.

The yard will contain a variety of towers for observation and control, along with service buildings and a network of modern communication systems, consisting of paging and talk-back speakers and short-wave walkie-talkie radio equipment. The entire yard will be floodlighted from strategically located towers.

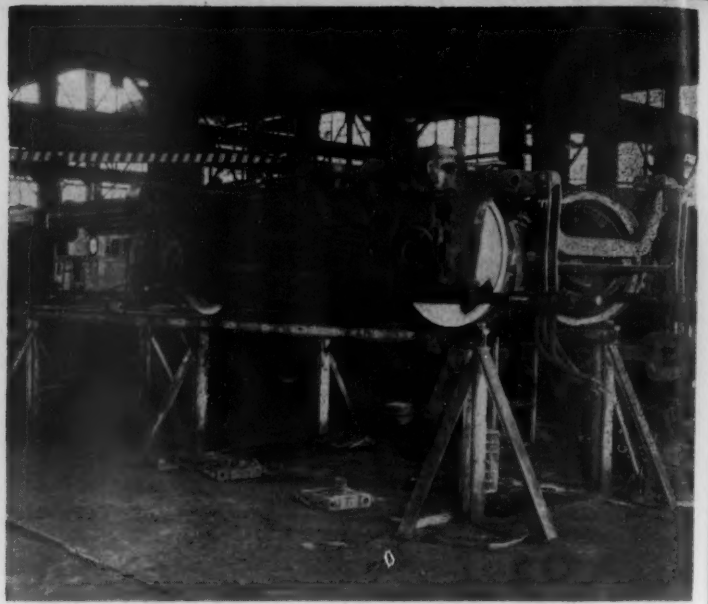
Construction work will require more than a year to finish. Property required for this project has been in the course of acquisition for more than a year at a cost of approximately \$1 million.

Particular attention was given to highway routes to prevent traffic hazards and bottlenecks. Collaboration with state and county highway authorities will result in the elimination of the present Lockwood Drive grade crossing near the west end of the yard by a new overpass and a system of interchange highways now under construction. Another overpass near the east end of the yard project is now under construction by the Texas State Highway department.

A pedestrian underpass beneath 14 of the tracks will enable railroad employees to reach their stations without crossing tracks where freight cars are being switched.



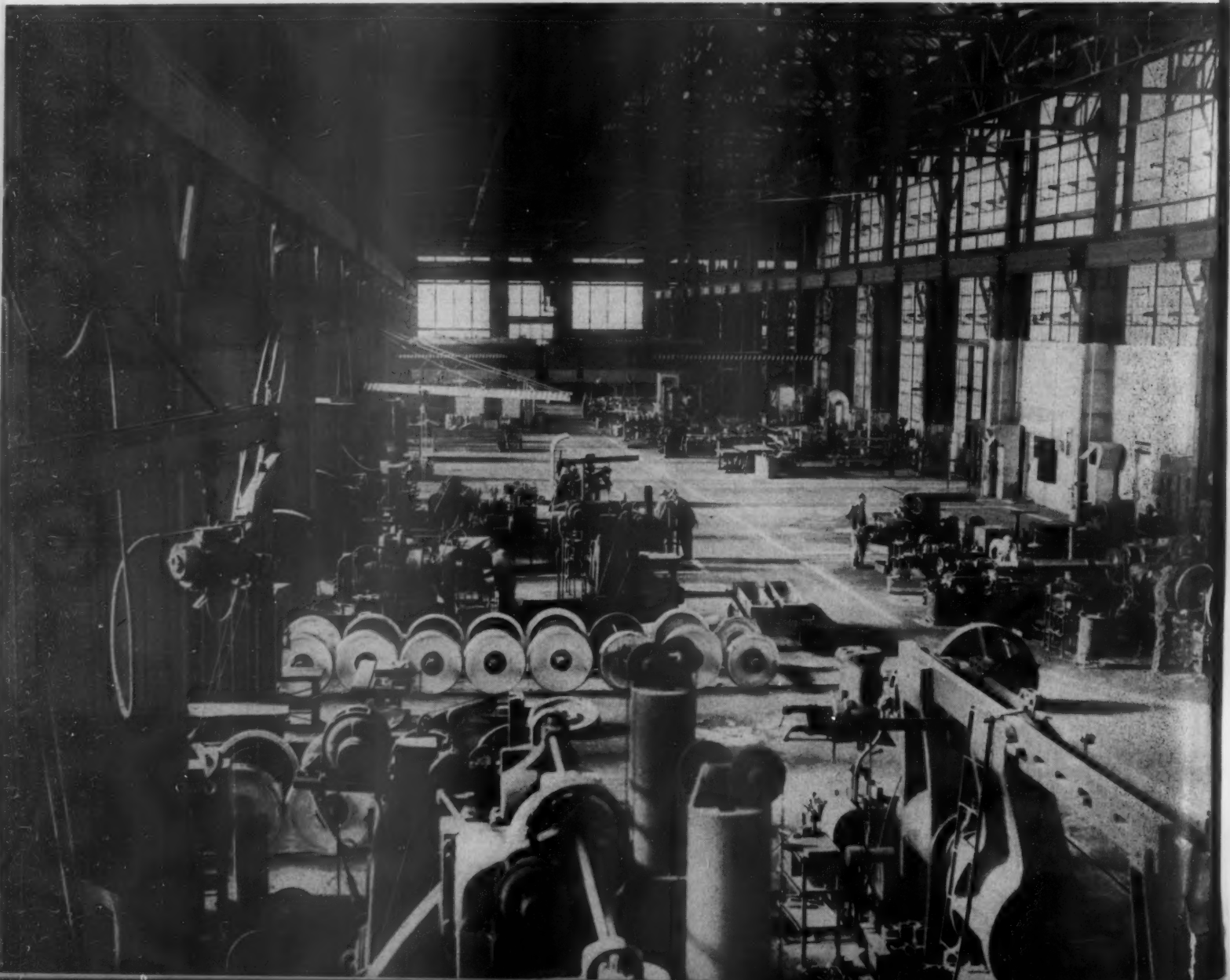
**ACCURATE SPOTTING** of the locomotive is not necessary for truck changeout at Parsons as the body supports roll into place under the jacking pads.



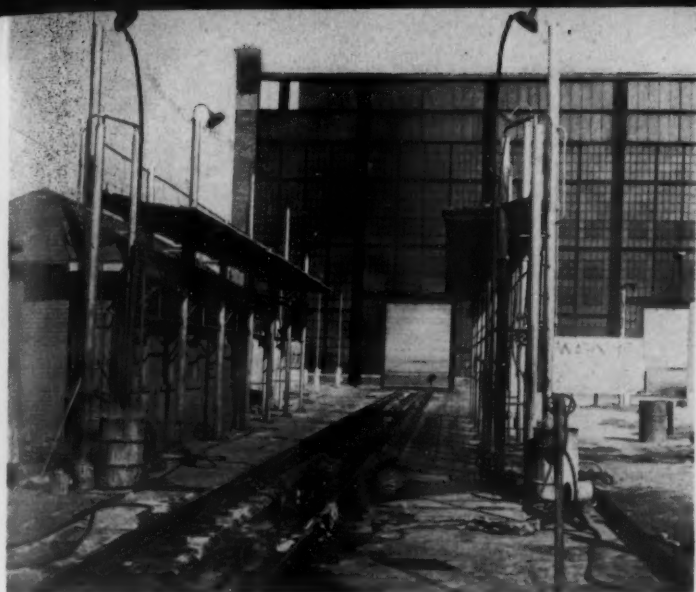
**MAJOR TRUCK WORK** at Waco is done on elevated rails without pits which provide the same comfortable working height for all parts.

## Katy Converts Two Steam Shops

**THE INSIDE OF THE WACO DIESEL SHOP** looking toward the wide end where the locomotives are serviced without platforms.







THE SPRAY PIPES under the platform and the locomotive-contour pipes in the foreground of the Waco washer can be turned from ground level.



ILLUMINATED 220-ft. outdoor pit at Waco for one-stop inspection. Fuel, sand, water and supplies are given at the one location.

## for Diesel Repairs

The two major steam locomotive repair facilities on the Missouri-Kansas-Texas for the past several years have been in the process of gradual conversion to handle diesel maintenance under a program of prescheduled steps that eliminated interference between repairs to the two different types of motive power.

The facilities converted were a transverse steam back shop at Waco, Tex., and a longitudinal steam shop and a roundhouse at Parsons, Kan. The main shops at both points handle both servicing and heavy repairs, while the Parsons roundhouse serves partially as a job shop for the diesel shop and partially for maintenance work of other departments.

The Parsons shop turns out four heavy repairs per month, requiring an average of seven days to complete a unit. An average of about 60 units are serviced each day, and 110 units are assigned for maintenance. Waco maintains 52 units, services 40 units a day and averages three heavy repairs a month.

Katy policy at both shops is to make major repairs to freight and passenger units every two years, or up to 300,000 and 600,000 miles, respectively. Road-switchers are overhauled every two years, yard switchers at four-year intervals. Oil filters and lubricating oil are changed on the basis of laboratory test results only, with no mileage schedules or limits.

### Conversion Without Interference

One of the more difficult things to accomplish in gradually converting a shop from steam to diesel repairs is to find a pattern that permits making repairs to both types of power during the conversion period without the repairs to one type of power interfering with those to the other. The Katy succeeded in doing this.

At Parsons the initial step in the changeover was to maintain the first group of diesels (21 freight units) in the roundhouse. Stalls 36 and 37 were chosen to handle the diesels because they lined up with the entrance track

and three units could be brought over the turntable into these stalls without being separated. An extension 58 ft. by 81½ ft. was built on the end of the house and the two pits were lengthened. The rails were elevated 2½ ft. above the shop floor and three platforms installed, one between the two tracks and one on the outside of each track.

Delivery of the next 20 units reduced steam classified repairs from twelve per month in prediesel days to three, and made space available in the back shop for diesel maintenance on one track at the south end, concentrating steam work in the north end. The first diesel servicing was done on Track 5 without platforms or pits. These improvements were first installed on Track 3.

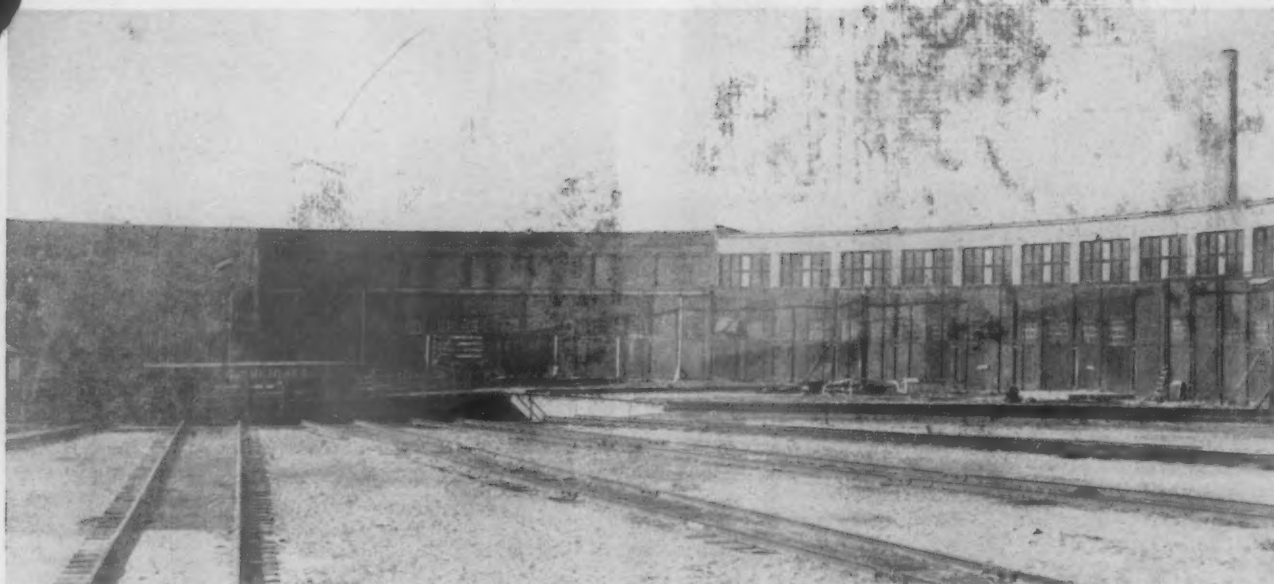
This procedure allowed the addition of the pits and platforms to Track 3 without interfering with diesel work on Track 5. At the same time, Track 4, the center track, was used for handling the concrete and other materials into the area, and for removing the earth and refuse. When the Track 3 facilities were completed, servicing and maintenance work were moved to that track while facilities were being installed on Track 4. This again avoided interference with routine maintenance work, and it left Track 5 free to handle materials in and out. The facilities installed were full-length inspection pits and the platforms taken from the roundhouse diesel servicing shed.

The extension built on the roundhouse for diesel servicing has been put to effective use since removal of the platforms. It is now a well-equipped blacksmith shop. The former roundhouse machine shop was moved to stalls 34-39, and the extension which it occupied was turned over to the bridge and building department. Other roundhouse areas changed were three stalls to a boiler and tin shop, ten to repairing mechanized maintenance of way equipment, ten to storage of maintenance-of-way equipment, and ten to repairing heavy roadway equipment.

### The Changeover at Waco

The conversion of the Waco facilities was somewhat more complicated than at Parsons because it was a transverse shop, because it was L-shaped with only the wide

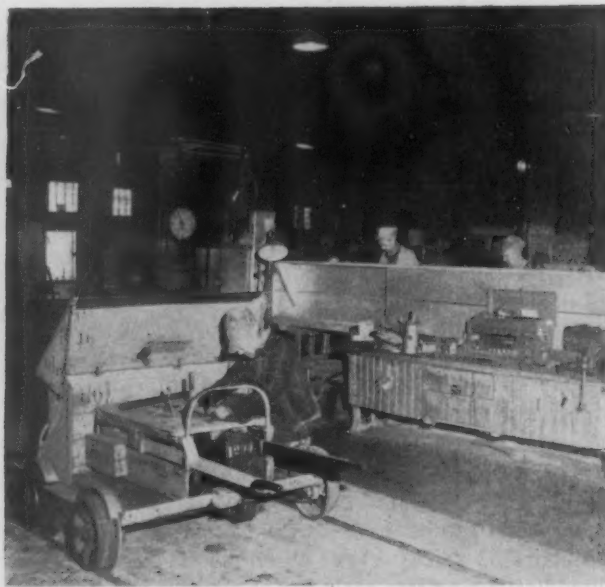




**PART OF THE PARSONS ROUNDHOUSE** is used as a job shop for the diesel shop and part for maintenance work of other departments.



**TEN STALLS** in the roundhouse at Parsons are devoted to repairing and storing heavy items of roadway equipment.



**A WORK BENCH** is next to each stall where inspector's cars, track gang cars and track equipment is repaired.

end capable of handling multiple-unit locomotives, and because the repairs to steam and diesel power had to be handled in the back shop building only. The roundhouse was used only to service steam power for a while, and was then torn down.

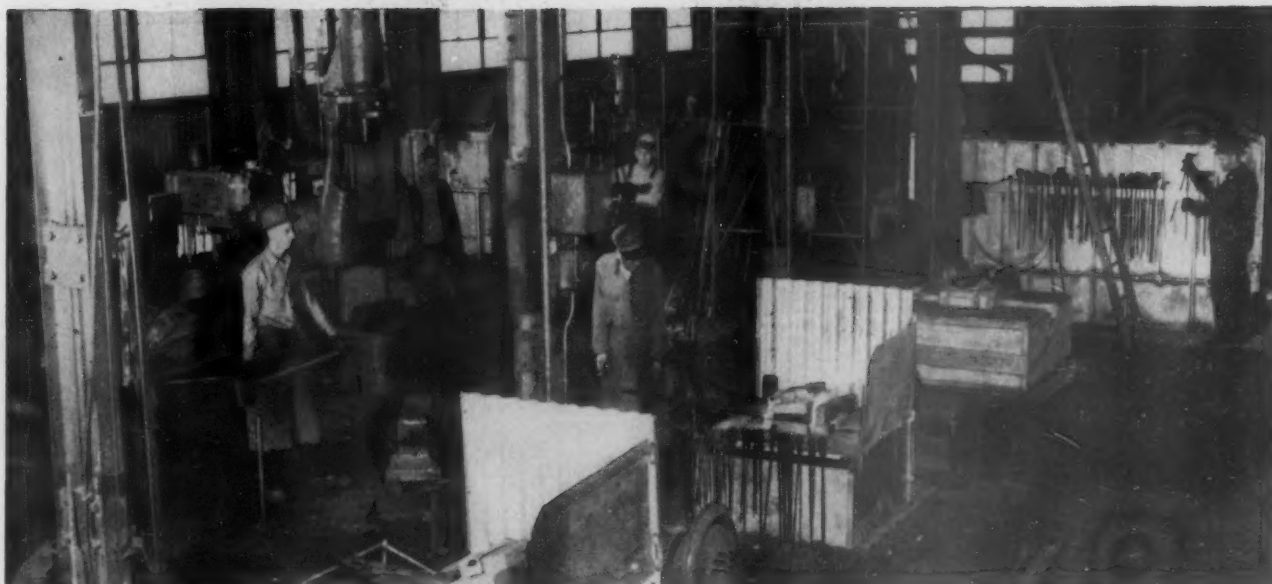
#### **First Arrivals**

The first diesels to arrive were five switchers which were serviced outdoors. The first road power was a pair of passenger units which were serviced on Track 16, a through track with a short pit. This was the track on which steam locomotives were wheeled before being transferred by crane to one of the short pits; it was also the track where outgoing locomotives and tenders were joined, and was adjacent to the tender repair area. There

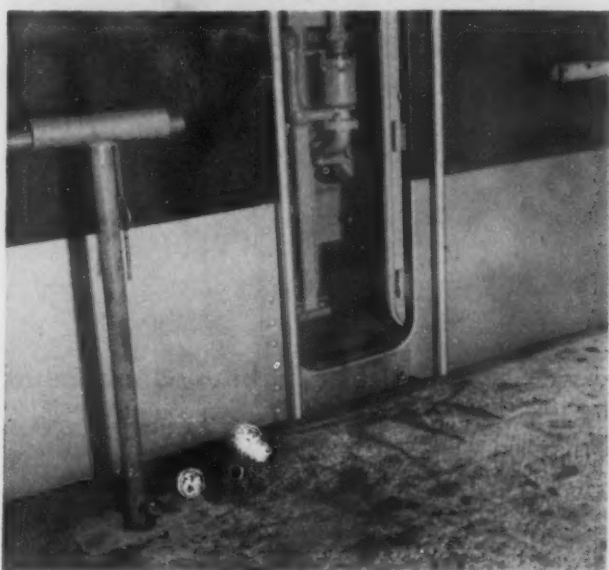
was little interference between repairs to the two types of power in the same general area with only two diesel units a day to service.

The arrival of four freight units also was handled without difficulty as by then steam class repairs had declined to three or four a month, permitting the six units to be serviced daily. Congestion began to occur when the diesel fleet had grown to 25 units. This was remedied by putting a full-length pit under Track 16, avoiding double spotting. Eight more units brought the problem up again. This time it was solved by digging a pit under Track 18 and a 220-ft. pit outdoors. The former could not be dug earlier in the conversion because it had to await removal of heavy machinery in the boiler and blacksmith shops.

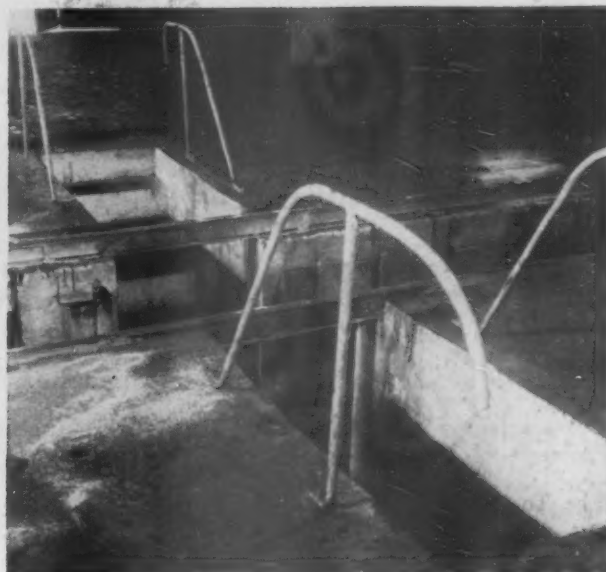
Future plans are to install a through track with a



**THE PARSONS ROUNDHOUSE** diesel servicing shed was converted to a blacksmith shop after filling in pits and removing platforms to the main shop.



**TELESCOPING PLATFORM** guard rails made from three different sizes of old flues can be opened at any point.



**EXTRA SETS** of steps to the inspection pits make entrance at the middle easy (Waco shop).

192-ft. pit at the location of Stall 17 and to connect Tracks 12 and 13 to the lead track to facilitate storage.

#### **No Servicing Platforms at Waco**

No platforms are installed and none are planned for Waco as they would be incompatible with the truck changeout procedure. Trucks are removed by lifting the locomotive body with the 180-ton traveling crane rather than by drop pit. If platforms were installed the edge would have to be located far enough away from the locomotive to provide clearance for lowering the lifter in place under the jacking pads. This gap would largely nullify any advantages of platforms, and would provide an unsafe condition for stepping between the platform and the locomotive floor.

Both Parsons and Waco have their own wheel shops, Parsons handling all phases of wheel work, Waco everything but turning wheel seats. Both shops handle all engine, truck and body work complete. Electrical work, including armature rewinding, is done complete on equipment up to the size of traction-motor blowers and auxiliary generators. Unit exchange is relied upon for heavy repairs to traction motors and main generators. Both shops also make modifications felt desirable by the Katy. Currently these include the installation of a drip pan under the engine to catch the oil that runs off, and to keep dirt and other refuse from accumulating under the engine, and the addition of three extra body filters to F7 locomotives to bring main-generator air in without having to pass over the engine and become saturated with oil vapors.



PLATFORMS AND TRACKAGE at the King Street station as seen when nearing completion.

NEARING COMPLETION AT TORONTO . . .

## Canada's First Subway

Expected to be in operation early in 1954, the new Toronto rapid transit system incorporates the latest in American and European design

The Toronto Transportation Commission is constructing a rapid transit subway—Canada's first—to replace the surface street-car route in the city's busy Yonge street. The subway project, estimated to cost over \$30 million, exclusive of the rolling stock, was undertaken because it was felt that rehabilitation of the existing surface rail facilities on Yonge street would merely perpetuate for another 25 years traffic conditions rapidly becoming intolerable.

Since it was established in 1921, the Toronto Transportation Commission had provided the city with surface transportation at 6¼-cent fares with free transfers. As of 1950 there were in operation some 1,000 street cars, 500 buses and 100 trolley coaches handling over 300 million passengers annually. Traffic conditions had become so bad as to limit speeds in downtown Toronto to as low as 6 m.p.h.

To deal with the problem a rapid transit department was set up within the commission and DeLeuw, Cather & Co., Chicago engineering firm, was retained to prepare plans for the system. General plans for a Yonge and Queen Street subway system were completed in 1944. Following endorsement by an overwhelming vote of the citizens in January 1946, and an extensive study of existing subway systems both in North America and in Europe, contract drawings and documents were prepared for the construction of that part of the system known as the Yonge Street subway. Construction began in 1949.

The Yonge Street subway, which is double track throughout, begins at Union Station on Front street, about 1,200 ft. west of Yonge street. From this point it extends to Yonge street, thence north, directly under Yonge street, approximately 5,800 ft. to College street, the

(Continued on page 83)





# Whatever Your CABOOSE Needs May Be...

the roads lead to

**International**

## RAILWAY CAR

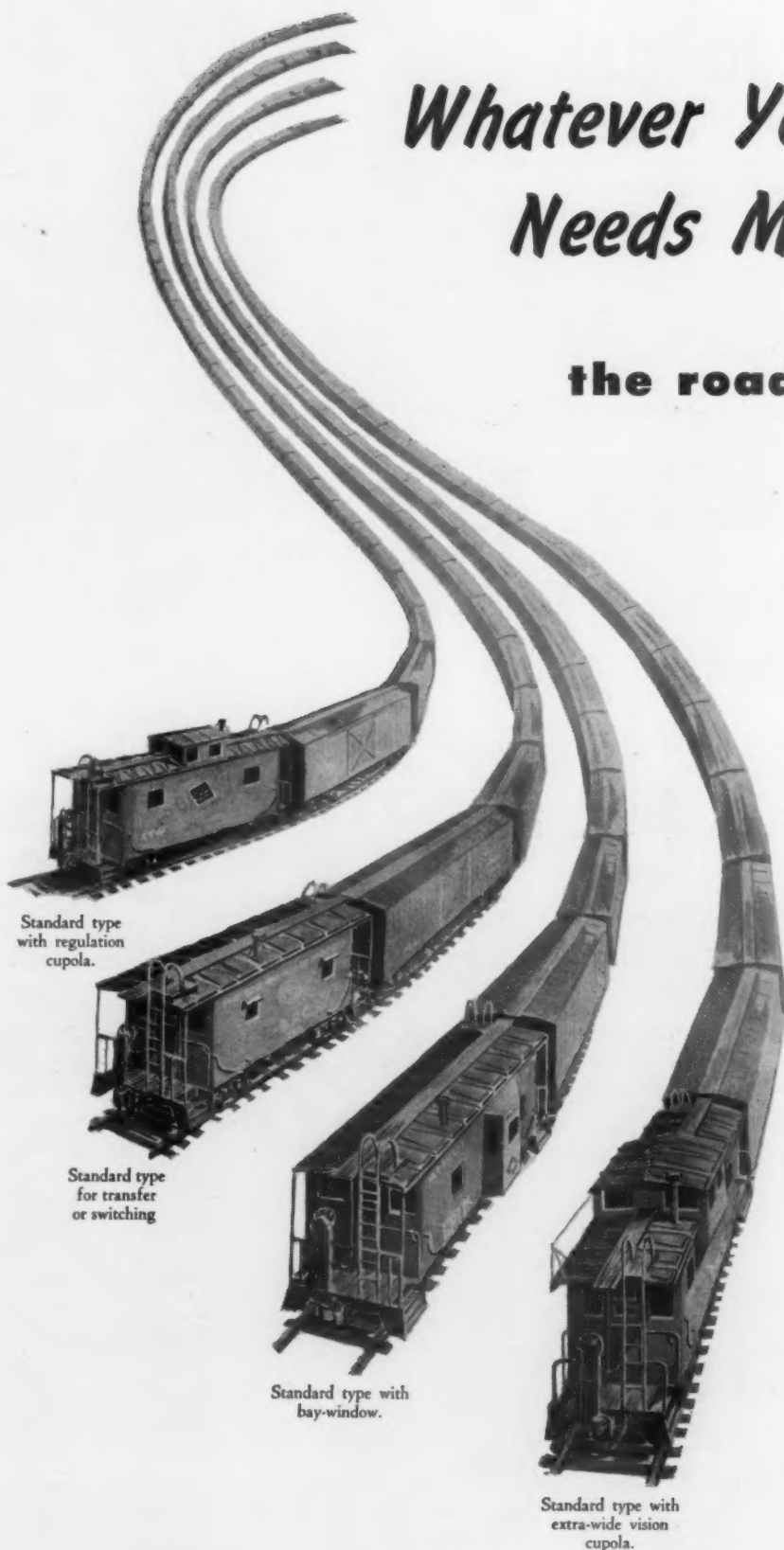
We're specialists in building cabooses... with all our talents and production facilities... all of our craftsmen's skills and experience devoted to the building of just one product... the best in cabooses.

International cabooses are built with unique production-line methods to give long-lasting, rugged service at lower cost... with a minimum of maintenance expense. Every detail for maximum safety in operation is embodied in our car's construction. And the trainmen who benefit from International caboose's conveniences and safeguards are more efficient, more alert, better able to carry on their duties with dispatch and all-round safety.

International cabooses are built in four standard types and can be ordered with necessary design and equipment changes as requested by your operating department to suit your road needs. Write for illustrated catalog or specific information. Your inquiry will bring a prompt reply.

**INTERNATIONAL RAILWAY CAR CO.**  
BUFFALO 3, N. Y.

See **INTERNATIONAL CABOOSE** On  
Display—Atlantic City Convention—  
Track No. 4



Standard type  
with regulation  
cupola.

Standard type  
for transfer  
or switching

Standard type with  
bay-window.

Standard type with  
extra-wide vision  
cupola.



# Central of Georgia Boosts GTM, Cuts Costs With Help of Alco-GE Diesels

The Central of Georgia has increased GTM per train hour by 35% through dieselization, while cutting transportation costs proportionately. Husky, versatile Alco-GE 1600-hp road switchers, boasting 95.6% availability in C of G service, are playing a vital role in this story of increasing efficiency.

Alco-GE diesel-electrics are used exclusively, for example, on the heavy-drag coal haul from Chattanooga, Tenn., to Yates, Ga. Three 1600-hp units haul 77-car coal trains averaging 4200 tons over this 154-mile stretch with its 1½% ruling grade.

William E. Dillard, vice-president and general manager of the Central of Georgia, declares: "Dieselization has been the all-important factor in our profit picture. And our Alco-GE locomotives have been outstanding in their versatility and their ability to handle the toughest assignments."

The Central of Georgia became 100% dieselized in April with the delivery of 12 more Alco-GE diesels... modern motive power that symbolizes the growing strength of this fine southeastern railroad.

113-312



AMERICAN LOCOMOTIVE

and

GENERAL ELECTRIC







## **TRY IT YOURSELF AT ATLANTIC CITY**

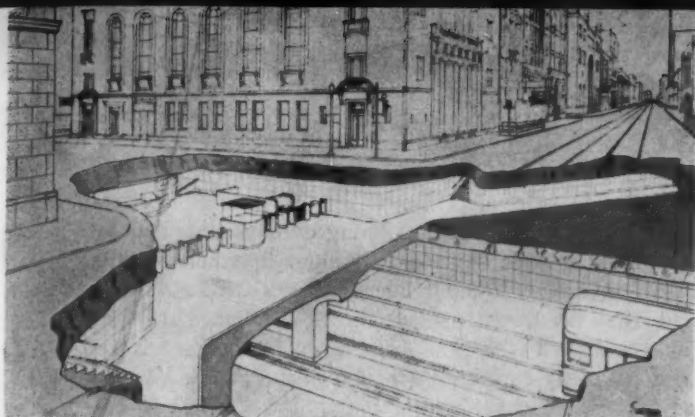
**...see how safe a hand brake can be!**

You've heard a lot of good things about the Equipco Non-Spin Wheel Hand Brake. And you've seen it on many new freight cars. But, if you've never operated this better brake, here's a "Convention must." Stop at the Equipco Booth, at the entrance to the Meeting Hall. A full-size demonstrator will show you quickly how the Equipco protects trainmen, equipment.



**Equipco Hand Brake Division  
UNION ASBESTOS & RUBBER COMPANY**

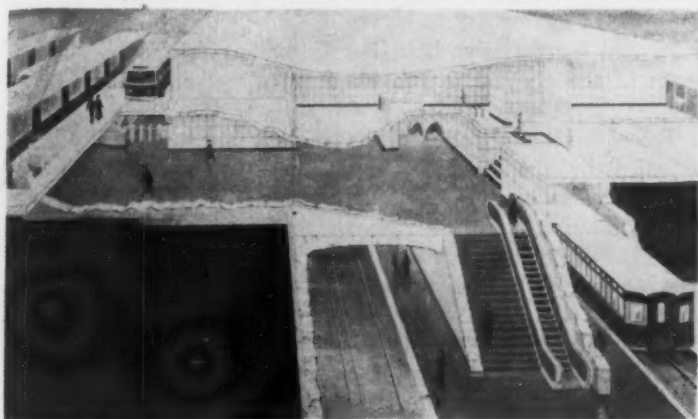
332 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS



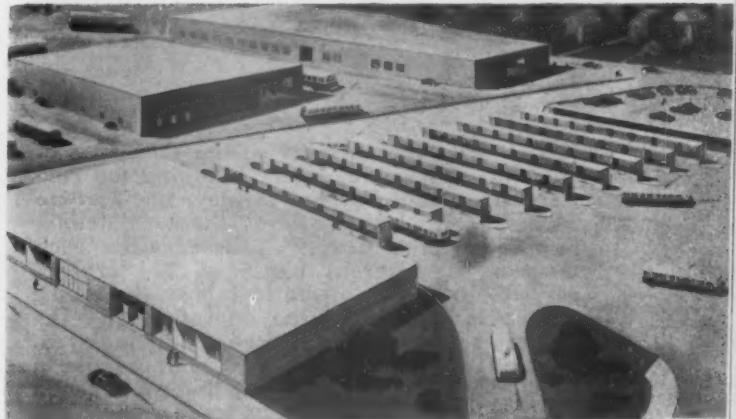
**TWO-LEVEL ARRANGEMENT** of the King Street station.



**FLUSH LIGHTING** and moving stairways of typical station.



**INTERMEDIATE LEVEL** connects subway with surface facilities at Eglinton station. All surface walkways and platforms are covered.



**SURFACE FACILITIES** of the Eglinton terminal will accommodate large-scale transfer of passengers to and from surface lines.

(Continued from page 78)

approximate northerly limit of the downtown area. The alignment then swings east about 150 ft. and follows a private right of way to a terminal at Eglinton avenue. The latter portion of the route consists partly of underground and partly of open-cut construction.

This construction was adopted to attain better gradients and better transfer arrangements at cross-town lines. The last feature is especially important as it is estimated that the majority of the subway passengers will transfer to and from surface vehicles. It was thus desirable to locate the track at the highest possible level to make the transfer operation as short and convenient as possible. Underground construction was employed on this portion of the line only where the crossing of streets and railroads was necessary. Maximum grade is 3.5 per cent.

The major aspects of the heavy construction work are now practically completed. The "cut-and-cover" method was used for all underground work. The excavation was carried out a section at a time, to a depth of approximately 18 ft., after which a covering was installed consisting of timber decking supported by transverse steel trusses or beams. During this preliminary excavation period surface traffic was rerouted.

With the decking installed and surface traffic resumed, excavation work continued below the street until the desired depth was reached. Concrete slabs, 3 ft. thick, were then poured for the floor of the subway. Sidewalls, center wall and roof sections were then poured in that order. The excavation above the subway was then back-filled and the street surface temporarily repaved. Temporary street-car tracks were relaid to maintain service until the rapid transit line is completed, at which time tracks will be removed and the street paved.

The reinforced concrete box section adopted for the subway has an overall width of 32 ft. 6 in., an overall depth of 17 ft. 8 in., and an inside width of 13 ft. 6 in. for each track, with a clearance over top of rail of 13 ft. Openings in the center wall 5 ft. wide and 7 ft. high are provided at intervals of 15 ft. as refuge bays for workmen and to relieve air pressure caused by movement of trains. A continuous walkway, 2 ft. wide, is provided along each outside wall of the structure just above track level.

#### **Long Platforms Installed**

At station sections, the width of the structure is increased to 52 ft. 4 in., the height is increased to 18 ft. 3 in., and a clear space of 23 ft. 5 in. is provided between side walls and the line of center columns. This allows space on each side of the line of columns for a platform 11 ft. 10 in. wide, in addition to the track. The platforms are 500 ft. long and can accommodate trains of eight 57-ft. cars.

The open-cut sections of the route have been constructed with 2-to-1 slopes and, in a typical section, are 44 ft. wide at the bottom of the slope. The overall right-of-way width at these locations is 120 ft.

There are twelve stations on the Yonge Street subway, one at each major street intersection. Plans for those stations below street level include moving stairways as well as stairs. Moving stairways will also be provided for passengers transferring between the Yonge Street line and the not-yet-constructed Queen Street subway which, it is tentatively planned, will pass beneath the Yonge street tracks at the intersection of the two streets.

To reduce traffic interruptions to a minimum during the construction period, a traffic-diversion plan was de-



To satisfy the curiosity of the thousands of "sidewalk superintendents" following the construction of the Toronto subway, the Toronto Plan Commission published three "Sidewalk Superintendents' Manuals." These leaflets, each covering a different phase of the project, served as effective media to inform the public of the magnitude of the operation and the various construction practices being employed.

The Grade 1 manual covers, in detail and in the language of the layman, the construction of the below-street subway structure by the "cut-and-cover" method. This manual, like the others, is well illustrated with drawings of the various stages of construction and includes a map of the entire line.

Another of the manuals, designated Grade 2, describes the methods of construction employed on the line occupying the private right-of-way portion of the route.

The Grade 3 manual describes the stations and tells of the facilities to be in them.

veloped by the commission to give the contractor uninterrupted use of the street for a stated time. These plans, after being checked by the local police and fire departments and other civic agencies, were incorporated into the contract documents. Work involved in rerouting surface traffic, such as relocation of street-car tracks, was done by commission forces.

Maintenance of public utilities during construction of the subway presented quite a problem. Its complexity, however, was reduced by close cooperation between the commission and the Toronto Public Utilities Coordinating Committee. Agreements were made with the various utility companies whereby the commission paid the value of utility facilities destroyed based on replacement cost less depreciation plus maintenance cost during construction. The utility company then could build such new facilities as it desired. Telephone cables were placed under gas pressure during the time of handling. In this manner, should a cable sheath be damaged, the gas pressure would not only keep water from entering the sheath, but the loss of pressure would also serve as an indication of damage. All gas mains were completely removed and service was routed through temporary mains placed outside the cut to reduce the danger of explosions.

Track design employed on the Yonge Street subway is a modified version of the type of construction used by the Canadian National on bridges. This design utilizes

a malleable iron plate bolted directly to the concrete floor of the subway. A cushioning effect is obtained by using rubber pads beneath the plates. Bolt holes in the plates are slotted to allow lateral alinement of the track, and after the track has been brought to gage the bolt holes are filled with lead. Hold-down of the rails is accomplished by spring clips bolted to the plates. Vertical adjustment of the track is obtained by shims placed beneath the plates.

Ventilation of the subway follows normal subway practice in that the piston action of trains is used to force air in and out of the structure through vent shafts. Fans and louvers have been installed to control movement of the air and to provide fresh air when trains are not operating.

Power for the operation of the trains is 600 volts d.c., supplied by the commission's substations through a positive contact rail. Incoming power is received at each substation at 13,200 volts a.c., and is converted to 600 volts d.c. by mercury-arc rectifiers. Fluorescent lighting is employed at the stations and at regular intervals throughout the subway. In addition, emergency lights have been installed which, in the event of a power failure, will automatically be operated from storage batteries.

Operation of trains is protected by a supervisory control system in charge of a centrally located load dispatcher. Standard wayside signals and automatic train stop mechanism provide further protection and control of train movement. No duct bench is provided for cables on the sides of the subway, as is the usual practice in American subways. Rather, the commission elected to employ the European practice of racking cables on the wall of the structure where they may be easily inspected and maintained. This method is claimed to provide a considerable saving.

### Station Facilities

Among the more interesting features of the new subway are the unusual transfer facilities at stations north of College street. These stations, located on the private right-of-way portion of the route, are located in attractive buildings above ground with special attention to facilities for the transferring of passengers to and from surface lines. At Wellesley, Rosedale, and Davisville stations, cross-town bus lines discharge passengers to platforms which are connected by stairways to the subway platforms. At St. Clair station, a loop track permits street cars of a feeder route to discharge passengers on a platform connected with train platforms by stairs and moving stairways. Movement of some 6,000 passengers per hour during rush hours is expected at this point.

At Bloor station, the street has been widened to permit the construction of two covered platforms. Passengers from cross-town street cars will unload at these platforms and descend stairs leading directly to the train platforms. The terminal at Eglinton avenue has 10 separate bus loading platforms, all connected to a below-ground passageway which leads to the center platform of the rapid transit station.

It is expected that the new subway will be in operation early in 1954.



(Continued from page 63)

commission could take some initiative in another direction. It could get closer to general industry problems and establish a working relationship with the various segments of the industry which is now lacking. It could on occasion open up the hearing room, call in industry leaders of every form of transportation and in an informal way permit them to present their views, plans and objectives. . . Such informal, free discussions would serve to clear the air and would be of greater value, even if they took many days, than trying to eke out the basis of even a semblance of policy through the present arms length and distant approach requiring the building up of thousands of pages of records in formal proceedings. A straight line is still the shortest distance between two points."

### Transport Fight

The commissioner also discussed what he described as a bitter and destructive fight among the various forms of transportation, apparently based on the idea that to kill off competition is more desirable than trying to meet it. Mr. Arpaia pointed out that the effect of this struggle is not to produce better service at a lower price, but to reduce the ability of the competitor in that respect. "This," he emphasized, "is not the constructive, progressive action which will lessen the need for regulation. It is not only the participants who suffer from such warfare but also the public. While energy and money are being used in this objective of hampering, stifling and retarding competing forms of transportation, carriers are neglecting opportunities to effect economies through improvements and joint action."

Both rail and motor carriers duplicate terminal facilities and services, the commissioner continued. Such duplication multiplies overhead costs, creates additional burdens upon the public and does not produce cheaper or better service. Relief from this situation will be found in newer and less expensive transportation means. As examples, he cited extension of liquid pipe lines and the fact that pipe lines for solids ("rubber railroads") are in the offing.

"Motor carriers by the device of minimum 'rate stops' and avoidance of traffic they deem undesirable are violating their obligations to the public as common carriers," Mr. Arpaia said. "There is a lack of self discipline in large segments of motor transportation leading to violations of tariffs and authority which the commission frankly cannot adequately police. Most railroads seem to persist in ignoring the fact that motor transportation has merits and advantages. Although the public has shown for years that it needs the flexibility of motor, and the mass movement of rail, railroads have balked and are still blind to the possibilities and are unwilling to join in giving combined service, although in the long run it will redound to the benefit of them and the public. Even though ownership of the motor phase would carry with it many difficult and specialized problems, if they cannot control the through movements some carriers want no part of it."

Good sense requires transportation to explore opportunities to promote joint service, coordination and



**TAKING OVER** as president of the Association of Interstate Commerce Commission Practitioners is Howard G. Freas (left), rate expert of the California Public Utilities Commission. He succeeds Arthur H. Schwieter (right), director of traffic, Chicago Association of Commerce and Industry. Highlight of the association's two-day meeting in San Francisco was the luncheon talk by I.C. Commissioner Anthony F. Arpaia.

cooperation so the most useful and most productive features of each can be utilized, which, the commissioner went on, is an example of how voluntary action could remove need for more regulation. The only alternative will be amendment of the law to compel through joint service by motor and rail. "Private carriage is increasing but public carriers take no heed. The service of public transportation is becoming less attractive to industry. The failure of common carriers to give the type of service the public wants is in part responsible. Shippers become resentful."

### An Imperative Need

"It becomes more imperative, therefore, for transportation leaders to study every means of coordinating diverse services by developing equipment, facilities, units, containers and other devices to permit efficient and easy interchange between them," Mr. Arpaia emphasized. "Shippers often endorse applications for movement of certain types of commodities long distances merely because such articles were required to be delivered at locations off the rail heads. Why couldn't the rails have found ways of providing through service to these points by joint service with existing motor carriers, thereby retaining the long haul, maintaining the identity of each form of transportation and eliminating the need of another competitor? They resisted the shippers' needs right down to the last ditch. A motor carrier grant in such cases is sometimes uneconomic and inappropriate but the railroads' attitude leaves no alternative for the shipper. Movement of highway trailers on flat cars is another example. It has afforded rails an opportunity for new business with no expense of solicitation, claims, pick up, classification of freight, delivery, etc., yet there has been resistance. This 'all-or-none' philosophy, this refusal to recognize and deal with the special advantages of motor is responsible for some of the multiplication of issued rights."

## Organizations

(Continued from page 18)

The **Texas Industrial Traffic League** and a number of Texas transportation agencies will cooperate to produce the Sixth Annual Transportation Gridiron Dinner, in the Baker Hotel, Dallas, June 2. Highlight of the evening will be a one-act play, "You Can't Win," featuring a day in the life of "Horace Collar" of the "Horson Waggin Fast Freight Line."

The **National Railway Historical Society** will sponsor a trip over the Chesapeake & Ohio from Washington, D.C., to Charlottesville, Va., June 7.

The **Traffic Club of St. Louis** will install the following officers at a dinner and stage show June 2, in the Hotel Chase, at 7 p.m.: President, W. J. Edmonds, general traffic manager, Granite City Steel Company; vice-presidents, L. M. Dean, vice-president—traffic and sales, Husman & Roper Freight Lines, Inc., L. V. Gud-

iswitz, traffic manager, Graham Paper Company, C. W. Brandenburg, general agent, Chesapeake & Ohio, Hugo Waninger, general traffic manager, Anheuser-Busch, Inc., and L. F. Binkley, general freight agent, Missouri Pacific; and secretary-treasurer, Stephen Hirschmugl, traffic manager, Cupples Company.

The **New York Railroad Club** has scheduled a three-hour boat ride around New York harbor June 11. The boat will be made available, free of charge, by the Delaware, Lackawanna & Western. A buffet supper will be served at \$4.75 per person.

S. Richard Brown, of the United Press, was elected president of the **New York Financial Writers' Association** at the May 26 annual meeting. Jack R. Ryan, of the New York Times, was elected vice-president; Thomas J. A. Keller, of the Wall Street Journal, treasurer; and Robert D. Deasy, of the New York World-Telegram & Sun, secretary-assistant treasurer.



**Robert L. Reeves**, who has been elected vice-president in charge of sales of the J. B. Ford division of the Wyandotte Chemicals Corporation. Mr. Reeves has been general manager of sales for the Ford division since joining Wyandotte in January 1950.

Mr. Michaels holds a bachelor of science degree in civil engineering. Prior to graduation, he had served as a laborer and assistant on the engineer corps of the Pennsylvania and as rodman on the Lehigh Valley during summer vacations. He returned to the Pennsylvania after graduation and

## Supply Trade

The Detroit office of the **Garlock Packing Company** has been moved to new and larger quarters at 2781 East Grand boulevard, Detroit, and its status changed from that of a sub-branch to that of a regular district office. Under direction of **Edward M. Thomas, Jr.**, district manager, the office will serve the lower Michigan peninsula and parts of Indiana.

The Yale materials handling division of the **Yale & Towne Manufacturing Co.** has appointed the **Materials Handling Products Corporation**

2704 Erie boulevard, East, Syracuse, N.Y., as a distributor of Yale industrial truck products.

**Henry E. Michael**, associate editor of *Railway Age* and of *Railway Track and Structures*, has resigned those positions to become manager of sales service of the **Matisa Equipment Corporation** at Chicago. In his new capacity, Mr. Michael will serve as liaison between the sales manager and his staff and the operations manager and customers.

A graduate of Lehigh University,



**Henry E. Michael**

served again as engineer corps assistant; as an inspector on electrification work; as acting supervisor of work equipment until 1934, when he was promoted to assistant supervisor of track. Three years later he was advanced to branch line supervisor of track, and served in that capacity at two locations prior to being named main line supervisor in 1942. In 1945 he left the PRR to become superintendent of construction for a general contractor. In November 1946, he joined the **Simmons-Boardman Publishing Corporation** as associate editor of *Railway Age* and of *Railway Engineering and Maintenance*—now *Railway Track and Structures*.

**Andrew G. Finigan**, former manager of Plant Three of the Electro-



**Paul V. Dimmick** (left), formerly sales manager of the Cleveland district for the J. H. Holan Corporation, has been appointed sales manager, with direct supervision of the field



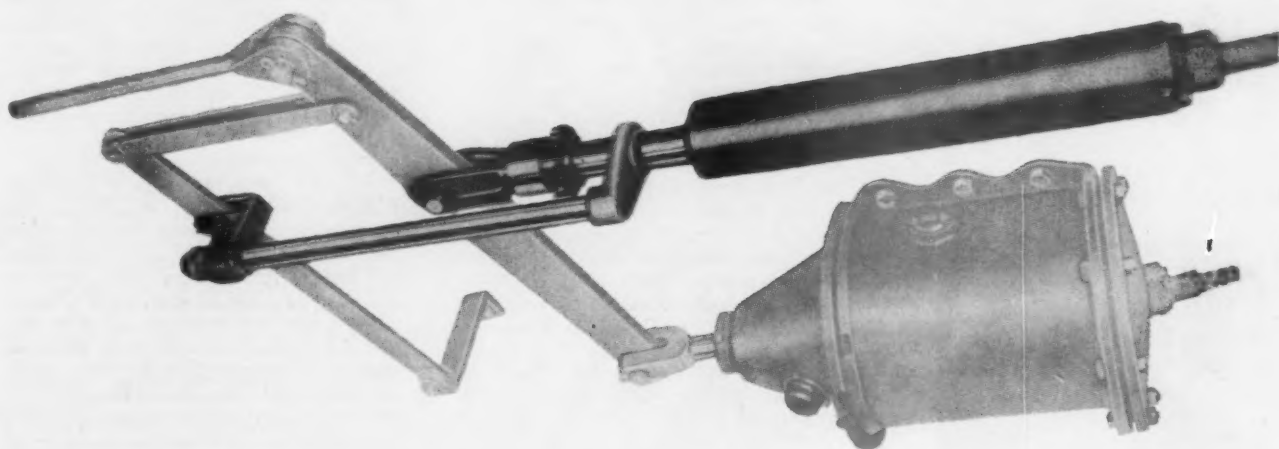
organization. **Arthur C. Frank** (right), formerly sales manager of the Transport Products Company, has been appointed Cleveland district sales manager for Holan.

*It's Different!*

## SAB type DRV Double-Acting Automatic Brake Regulator

**SAB**

TYPE DRV



The SAB type DRV Double-Acting Brake Regulator, a slack adjuster, that automatically takes up or pays out slack in the brake rigging to maintain normal brake shoe clearances. Eliminates the need for manual adjustments in the brake rigging, as well as adjustments following renewal of brake shoes.

The type DRV Brake Regulator adjusts slack in the brake rigging and not the total brake cylinder piston travel. Only that part of the brake cylinder piston travel corresponding to the slack in the brake rigging is adjusted. Brake cylinder piston travel caused by the elastic deflection of the brake rigging under the action of the braking force will not exercise influence on the adjustment. False take-up of slack when braking with excessive brake cylinder pressures is avoided. Cycling on grades with brakes only partially applied will not result in undesired pay-out of slack.

Train shocks will not cause false take-up or pay-out of slack. The SAB Brake Regulator is a fully

mechanical adjusting screw type device; principal working parts are contained in an oil-tight housing and are continuously lubricated. Easy to maintain. Will operate for three or more years before cleaning and relubrication is required.

SAB Brake Regulators offer:

**SAFETY**—through RAPID and AUTOMATIC adjustment of brake shoe clearances.

**EFFICIENCY**—Smooth and dependable braking service.

**ECONOMY**—Reduced cost of operations for renewing worn brake shoes—Minimum maintenance expense—Built for long time railroad service.

THE SAB TYPE DRV BRAKE REGULATOR CAN BE SEEN IN ACTION, SPACE G9, RSMA CONVENTION, ATLANTIC CITY, JUNE 22-27.



**AMERICAN SAB COMPANY, INC.**

122 SOUTH MICHIGAN AVENUE,  
CHICAGO 3, ILLINOIS





Fred M. Gillies, executive vice-president of the Acme Steel Company at Chicago, who has been elected president. He succeeds Carl J. Sharp, who was elected chairman of the board.

**Motive Division of General Motors Corporation** at Cleveland, has retired. Mr. Finigan began his business career with the General Electric Company in 1906. He was connected in various capacities with the automobile industry until 1925, when he joined the Electro-



Andrew G. Finigan

Motive Company and assisted in supervision of car construction. He was transferred to LaGrange, Ill., shortly after the first Electro-Motive plant was completed in 1936 and became general foreman of the locomotive division. In 1940 he became superintendent of the locomotive division at that point, and in 1948 manager of Plant Three at Cleveland.

**Frank J. Swanson** has been appointed Eastern region sales and service engineer of the **Holland Company** at Chicago.

**Clarke Tryon** has been appointed sales manager of **Ramset Fasteners, Inc.**, division of **Olin Industries, Inc.** Mr. Tryon has been responsible for Ramset sales since the firm was organized in 1947.

**T. P. Fitzpatrick** has been appointed vice-president and general manager of the **J. W. Mortell Company**, and **E. F. Gerrity** has been appointed sales manager.

**W. A. Wilson**, formerly factory superintendent for the **Safety Seal Piston Ring Company**, has been appointed south Texas sales representative.

## Financial

# NYS&W Emerges from Bankruptcy

Transfer of property to be made June 3; Henry K. Norton, trustee since 1943, to be president and chairman of new company

On June 3 the 120-mile New York, Susquehanna & Western will become an independent, solvent railroad for the first time in 16 years. Judge William Smith of the Federal District Court, Newark, N. J., has signed an order authorizing Henry K. Norton, trustee, to transfer the railroad's property to the new company on that date. The court order follows action by the Interstate Commerce Commission and the New Jersey Public Utility Commission in approving a plan of reorganization. A description of the reorganization plan was published in *Railway Age*, March 24, 1945.

Mr. Norton, recently appointed by New York's Gov. Dewey as a commissioner on the New York City Transit Authority, will serve as president and chairman of the new company. Earl L. Keller will be vice-president, secretary

late Walter Kidde, New Jersey industrialist, and the late Hudson Bordwell, Erie Railroad manager, were appointed co-trustees. Mr. Kidde, was named sole trustee in November of the same year after Mr. Bordwell's death. Mr. Norton was appointed executive officer by Mr. Kidde in 1940, and after the latter's death in 1943 Mr. Norton became sole trustee.

**Atlantic & Danville.**—*Trackage Rights*—Division 4 of the I.C.C. has approved arrangements whereby this road will acquire trackage rights over 2.4 miles of Southern line between Jeffress, Va., and a point near Clarksville, while the Southern acquires an undivided half interest in a 3/4-mile section of Atlantic line in the vicinity of Clarksville. The arrangements comprise a substitute for a similar plan which had to be modified because of track relocations involved in a flood control project.

**Long Island.**—*Plan for Tax Settlement.*—William Wyer, trustee, has filed a petition with the U.S. District Court in Brooklyn, N.Y., asking approval of a plan to pay New York City \$7,500,000 in overall settlement of back taxes. The petition, opposed by the Long Island Transit Authority, asks permission to include in the settlement some of the \$8,500,000 received from the city for the LI's Rockaway branch. The authority contends money from the sale should be used for improvements, not for payment of taxes.

**Missouri Pacific.**—*Mahaffie Act Petition Denied.*—Without giving any statement as to the reasoning behind his decision, Federal Judge George H. Moore has denied the petition of the Missouri Pacific's debtor board to file its Mahaffie-Act plan of reorganization with the Interstate Commerce Commission. (A description of the plan appeared in the February 9 *Railway Age*, page 90.) It is expected that a memorandum will be issued in two or three weeks and that Judge Moore will explain his decision at that time.

Hearings before the commission are



Volpe Studios

Henry K. Norton

and treasurer, and Frank C. Kronauer will be vice-president in charge of operation and maintenance. Directors of the new company will be: John P. Alles, Chester W. Fairlie, Walter D. Floersheimer, Norvin H. Green, Mr. Keller, Clarence J. Myers, Mr. Norton, John G. Phillips and Roy M. D. Richardson.

The NYS&W began reorganization proceedings under Section 77 of the Bankruptcy Act on June 1, 1937. The

to be resumed in Washington June 3. In view of Judge Moore's decision (Which spokesmen for the debtor board indicate they may appeal), the I.C.C. is expected to take another look at its Section 77 reorganization plan of 1949 and grant further hearings on its reconsideration.

**Reading.—Merger.**—Division 4 of the I.C.C. has approved this road's plan for absorbing, by merger, the properties of its lessor, the Catawissa (*Railway Age*, March 30, page 26).

## Securities

### Applications

**CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.**—To assume liability for \$1,170,000 of equipment trust certificates to finance in part acquisition of nine diesel units costing an estimated \$1,464,487.

	Description and Builder	Estimated Unit Cost
5	1,600-hp. road-switchers (Fairbanks Morse & Co.)	\$176,574
2	1,600-hp. road-switchers (American Locomotive-General Electric Companies)	154,428
1	1,600-hp. road-switcher (Alco-G.E.)	169,000
1	1,000-hp. switcher (Alco-G.E.)	103,761

The certificates, to be dated July 1, would mature in 15 annual installments of \$78,000 each, beginning July 1, 1954. They would be sold on the basis of competitive bids, with interest rate to be set by such bids.

**MISSOURI PACIFIC.**—To assume liability for \$2,325,000 of series VV equipment trust certificates to finance in part acquisition of 19 diesel freight units from the American Locomotive and General Electric Companies at an estimated total cost of \$2,966,898. The locomotives, all of 1,600-hp., will include seven at an estimated unit cost of \$163,503, one at \$174,753, and 11 "B" units at \$149,784 each. The certificates, dated June 15, would mature in 15 annual installments of \$155,000 each, beginning June 15, 1954. They would be sold by competitive bids, with interest rate to be set by such bids.

**WESTERN MARYLAND.**—To assume liability for \$2,010,000 of series Q equipment trust certificates to finance in part acquisition of 250 box cars and 133 gondola cars at a total estimated cost of \$2,514,403. The box cars have been ordered from the American Car & Foundry Co., and their estimated unit cost is \$6,398; the gondolas have been ordered from the Bethlehem Steel Company, and their estimated unit cost is \$6,879. The certificates, bearing interest at the annual rate of 3½ per cent, have been sold, subject to I.C.C. approval, to Halsey, Stuart & Co., at \$7.138, the most favorable bid received. They would be dated June 15, and would mature in 15 annual installments of \$134,000 each, beginning June 15, 1954.

### Security Price Averages

	May 26	Prev. Week	Last Year
Average price of 20 representative railway stocks	66.59	65.39	60.85
Average price of 20 representative railway bonds	90.71	90.88	94.09

### Dividends Declared

**ALABAMA GREAT SOUTHERN.**—common, \$4; 6% preferred, \$4, both payable June 24 to holders of record May 25.

**BEECH CREEK.**—50¢, payable July 1 to holders of record June 3.

**DAYTON & MICHIGAN.**—8% preferred, \$1, quarterly, payable July 1 to holders of record June 15.

**ERIE.**—common, 75¢, payable June 22 to holders of record June 5.

**GREAT NORTHERN.**—non-cumulative preferred, \$1, quarterly, payable June 18 to holders of record May 25.

**NEW YORK & HARLEM.**—\$2.50, semi-annual, payable July 1 to holders of record June 5.

**NEW YORK, CHICAGO & ST. LOUIS.**—common, 50¢, quarterly; 6% preferred A, \$1.50, quarterly, both payable July 1 to holders of record May 29. Stock dividend (subject to approval of I.C.C.

and Treasury Department ruling), 10%, payable May 29.

**SOUTHERN.**—To split both common and preferred shares on 2-for-1 basis, payable June 11.

**SOUTHERN PACIFIC.**—75¢, quarterly, payable June 22 to holders of record June 1.

## Equipment & Supplies

### Railroad M.R.O. Order Revoked by N.P.A.

The railroad industry's maintenance, repair and operating supplies order—M-73—has been revoked by the National Production Authority, effective July 1.

The revocation order was issued May 26. The N.P.A. announcement of that date said railroads which obtained their M.R.O. requirements under the order need not maintain records of orders placed for delivery after June 30.

### FREIGHT CARS

The Erie board of directors has authorized expenditures of \$6,500,000

## Railway Officers

### EXECUTIVE

**I. M. Ferguson**, special assistant to vice-president and general manager of the WESTERN PACIFIC, handling personnel matters, has been appointed assistant to president in charge of personnel. Mr. Ferguson was graduated



I. M. Ferguson

from the University of California in 1938, and has since been continuously in personnel work except for three years as a lieutenant in the Navy during World War II. He joined the WP as special assistant to vice-president and general manager in 1949.

**R. E. Plummer**, controller of the SOUTHERN PACIFIC at New York, and

for 1,000 new freight cars, including 500 40-ft. and 200 50-ft. box cars and 300 52-ft. drop-end gondola cars.

The Southern is inquiring for 75 or 100 70-ton flat cars.

## New Facilities

**Louisville & Nashville.**—Has ordered equipment from the General Railway Signal Company for installation of a relay interlocking at New Orleans.

**Missouri Pacific.**—Has ordered equipment from the General Railway Signal Company for installation of a traffic control system between H. D. Junction, Mo., and Washington, and for extension of a traffic control system at Tuckerman, Ark.

**Southern.**—Has ordered equipment from the General Railway Signal Company for installation of a traffic control system between Saluda, N.C., and Melrose, 3.1 miles.

**John B. Reid**, assistant to vice-president in charge of finances, have been promoted to assistant vice-presidents in charge of finances. **John V. Gil-mour**, assistant controller, has been promoted to assistant to vice-president, finances. The positions of controller and assistant controller have been abolished.

**Henry K. Norton**, trustee of the NEW YORK, SUSQUEHANNA & WESTERN, has been named president and chairman of the reorganized company, as



J. A. Tauer, comptroller of the Great Northern, who was elected vice-president and comptroller May 14.



reported in the Financial columns of this issue. **Earl L. Keller**, secretary and treasurer, will be vice-president, secretary and treasurer of the new company; and **Frank C. Kronauer**, general manager will be vice-president in charge of operation and maintenance.

**A. Ernest Larsen** has been appointed assistant to vice-president—accounting, of the RAILWAY EXPRESS AGENCY at New York. A native of New York, Mr. Larsen studied law at Fordham University and qualified as a certified public accountant at New York University, where he also lectures on accounting subjects. He was attached to the Federal Bureau of Investigation and was a special agent at New York, Newark and Detroit, before joining the REA in 1947. Mr. Larsen was manager of the general claim department at the time of his recent appointment.

**Edward P. Snyder**, assistant treasurer of the BALTIMORE & OHIO at New York, has been promoted to assistant to vice-president—finance and accounting at Baltimore.

**Martin D. Avent**, special assistant in the law department of the CHESAPEAKE & OHIO at Cleveland, has been appointed assistant to vice-president.

**William J. Quinn**, general counsel of the SOO LINE, at Minneapolis, was elected vice-president and general counsel May 19.

#### FINANCIAL, LEGAL & ACCOUNTING

**Edwin J. Goodwin**, assistant treasurer of the SOUTHERN PACIFIC, has been promoted to treasurer, with headquarters as before at New York, succeeding **J. A. Simpson**, whose retirement on June 30 was announced in *Railway Age* May 25. **William G. Winant**, assistant to treasurer, has been promoted to assistant treasurer, succeeding Mr. Goodwin.

**William H. Ball**, assistant treasurer of the BALTIMORE & OHIO at Baltimore, has been transferred to New York to succeed **Edward P. Snyder**, who has been named assistant to vice-president—finance and accounting, at Baltimore. **Marshall H. Nelker**, cashier in the treasury department, has been promoted to assistant treasurer at Baltimore, succeeding Mr. Ball.

**Richard T. Wilson, Jr.**, and **J. S. Dortch, Jr.**, assistant general attorneys of the CHESAPEAKE & OHIO at Richmond, Va., have been promoted to general attorneys. **E. M. Hudgins**, general claim agent, has been named general claims attorney.

Because **E. Moad**, auditor disbursements, is to represent the CHICAGO & NORTH WESTERN on a committee es-

tablished to study procedures and practices of the Railway Express Agency's accounting department, **W. G. Burns** has been appointed acting auditor disbursements of the C&NW. **A. E. Carlson** has been appointed acting assistant auditor disbursements.

**Clarence H. Juettner**, chief clerk to industrial and real estate commissioner of the SOO LINE, has been elected assistant secretary, at Minneapolis, succeeding **M. J. Tracy**, retired.

**W. O. Collins**, chief clerk, receipts department, of the NASHVILLE, CHATTANOOGA & ST. LOUIS, has been promoted to auditor of receipts at Nashville, Tenn., succeeding **Roy W. Smith**, who has retired after 55 years of continuous service. Mr. Collins' entire career with the NC&StL has been in the receipts department, where he served successively as interline freight clerk, passenger ticket clerk, statistician and chief clerk to auditor of receipts.

Mr. Smith joined the NC&StL September 18, 1898. He served for eight terms as chairman of the Association of American Railroads' Arbitration Committee.

#### OPERATING

#### NYC Creates "Transportation Research"

Frederick N. Nye has been appointed to the new position of director of transportation research of the New York Central System at New York, to



Frederick N. Nye

head a research group created to explore a broad range of new operating methods and potential new markets for railroad freight transportation. The group will function as part of the management services organization recently established in connection with the "streamlining" of the Central's operating department.

Announcing formation of the group, **Vernon L. Nelson**, assistant vice-president—management services, said, "The scope of this research will be as broad

as railroading itself. The principal goals will be to further improve service and efficiency in our freight operations. Some of the specific fields into which inquiry is planned include development of potential new markets for railroad freight transportation, streamlining of yard operations, expanded use of short-haul highway truck transport in coordination with rail movement, and handling of l.c.l. freight."

The transportation research group will concern itself mainly with freight service. The Central also has been carrying on, with the aid of outside consultants, an intensive study of its passenger services.

Mr. Nye was born in New York February 1, 1905, and attended Columbia University (B.A., 1925; B.S. in industrial engineering, 1926). He joined the NYC as a chairman in the engineering department, advancing through a series of promotions to assistant engineer. Later he was engineering economist, specializing in competitive relationships of the railroad industry with other forms of transportation. From 1946 to 1951 he was assistant to general freight traffic manager, and in the latter year became assistant to vice-president, finance.

**W. F. Johnson**, trainmaster of the CHICAGO & NORTH WESTERN at Proviso yard (Chicago), has been appointed superintendent of the Chicago Freight Terminals division. **R. F. Dickey**, trainmaster at Fond du Lac, Wis., has been named assistant superintendent of that division. Newly appointed as trainmasters at Chicago are **C. J. McPhail** and **R. D. Tigar**. Both were assistant trainmasters at that point. **R. W. Geigle**, assistant trainmaster at Marinette, Wis., has been appointed trainmaster at Escanaba, Mich.

**Leo J. Roche**, trainmaster of the Delaware division of the ERIE at Susquehanna, Pa., has been transferred to the New York division at Port Jervis, succeeding **D. M. Raney**, who has retired after 44 years of service.

**Ralph G. Fritch**, trainmaster, Portland division, of the BOSTON & MAINE, has been appointed superintendent of that division, with headquarters as before at Dover, N.H., succeeding **Charles A. Came**, who has retired after 47 years of service. Mr. Came started his railroad career as a newsboy on trains when he was 14. In 1905 he became a yard brakeman and advanced through various operating positions until 1938, when he was appointed superintendent of the Portland division.

**Francis Berkeley Robins** has resigned as director of the Equipment and Materials division, DEFENSE TRANSPORT ADMINISTRATION, to return to the ATLANTIC COAST LINE as superintendent of the Norfolk district at Norfolk (*Railway Age*, May 25, page 13). Mr. Robins succeeds **A. R. Brinkley**, who





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will retire June 4 after more than 52 years of service. **J. M. Marsh, Jr.**, assistant ACL trainmaster at Augusta, Ga., has been appointed trainmaster of the Columbia district at Florence, S.C., succeeding **W. T. Bullard**, who has been transferred to the Richmond district at Rocky Mount, N.C.

Mr. Brinkley was born at Cypress Chapel, Va., June 4, 1883, and entered ACL service March 1, 1901, as air and car inspector. He subsequently served as flagman, yard conductor, yardmaster, general yardmaster, terminal trainmaster and superintendent of the Norfolk district, being appointed to the latter position August 1, 1940.

### TRAFFIC

As *Railway Age* announced April 20, **C. J. Ploss**, assistant freight traffic manager of the CHESAPEAKE & OHIO at San Francisco, has been named freight traffic manager. Mr. Ploss began his railroad career in 1925 as stenographer-clerk with the Norfolk



C. J. Ploss

& Western at Cincinnati. In 1926 he joined the Pere Marquette there, and in 1931 was appointed traveling freight agent, with subsequent appointments as commercial agent and general agent. He was named general agent of the C&O in 1947 and promoted to assistant freight traffic manager in 1951.

**Earl E. Mountcastle**, district freight agent of the BALTIMORE & OHIO at Wilmington, Del., has been appointed division freight agent at Pittsburgh, succeeding **Paul K. Groninger**, whose appointment as assistant general freight agent at Cleveland was reported in *Railway Age* May 11. **Millard F. Robinson, Jr.**, freight representative at Philadelphia, succeeds Mr. Mountcastle at Wilmington.

As reported in *Railway Age* April 27, page 28, **Leo V. Crane** has been appointed general freight traffic manager of the SOUTHERN, and **Carl B. Walker** and **Joseph Marks** have been named freight traffic managers, all at Washington, D.C. Mr. Crane was born January 21, 1890, at Cincinnati,

and entered the service of the Southern as a clerk there on September 1, 1906. He was appointed commerce agent at Washington in 1922, assistant to vice-president in 1924, assistant freight traffic manager in August 1932 and freight traffic manager in February 1940.

Mr. Walker was born in Terrell county, Ga., December 15, 1891; was graduated from the University of Georgia, and was employed by the Southern on October 1, 1913, as a



Leo V. Crane

clerk at Atlanta, Ga. From May 1918 to April 1920 Mr. Walker was chief rate clerk with the Southern Freight Traffic Committee under the U.S. Railroad Administration. He returned to the Southern on the latter date as freight traffic representative at St. Louis, later transferring to Chicago. He subsequently served as commercial agent, officer's assistant, assistant gen-

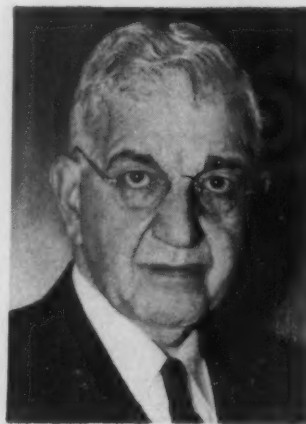


Carl B. Walker

eral freight agent, general freight agent of subsidiary lines, general agent, and assistant freight traffic manager, at various points. Mr. Walker was appointed assistant freight traffic manager at Washington in February 1940 and became assistant to vice-president in August 1944.

Mr. Marks was born at Hoosick Falls, N.Y., June 17, 1892, and was educated at Emerson Institute and

George Washington University. He entered the service of the Southern at Washington as messenger in October 1907, serving later in various clerical positions. He served with the Transportation division of the U.S. Treasury Department in France, and in 1919 transferred to the Washington office



Joseph Marks

of that division. In March 1920 Mr. Marks returned to the Southern as rate clerk in the commerce department at Washington, where he subsequently served as chief clerk, special commerce clerk, commerce agent, and chief commerce agent. He was promoted to assistant freight traffic manager January 1, 1941.

As reported in *Railway Age* April 6, page 108, **C. Hal Ware** has been named general traffic manager of the NORFOLK SOUTHERN at Norfolk, Va. Mr. Ware was born August 12, 1894, at Tappahannock, Va., and entered railroad service March 2, 1914, as file clerk with the Seaboard Air Line. He became assistant chief rate clerk of



C. Hal Ware

the Georgia Southern & Florida at Macon in December 1916 and three years later went with the Southern at Atlanta as assistant tariff compiler. Mr. Ware joined the NS June 15, 1920, as executive rate clerk at Norfolk, subsequently becoming chief clerk, assist-



ant general freight agent, general freight agent, assistant traffic manager and traffic manager.

**R. W. Plemmons**, division passenger agent of the SOUTHERN, has been promoted to general passenger agent, with headquarters as before at Birmingham, Ala., succeeding **S. H. Johnson**, who retired June 1 after 42 years of service. **J. W. Moore**, division passenger agent at Richmond, has been transferred to Birmingham.

Mr. Plemmons was born at Asheville, N.C., and entered Southern service there July 1, 1931. Advancing through the passenger traffic department, he became traveling passenger agent in 1941; passenger traffic representative in 1942; district passenger agent in August 1943; division passenger agent in June 1944; district passenger agent at Birmingham in June 1945, and division passenger agent there in May 1949.

Mr. Johnson was born at Cullman, Ala., May 25, 1883, and joined the Southern at Birmingham in 1910 as assistant city passenger and ticket agent, later serving as city ticket agent, city passenger agent, traveling passenger agent, district passenger agent and assistant general passenger agent. He became general passenger agent in September 1945.

**John Dan, Jr.**, has been appointed general agent of the NEW YORK CENTRAL at Toledo. He succeeds **Robert W. Lemon**, who has been promoted elsewhere.

**M. J. Sefcik**, chief of tariff bureau of the GRAND TRUNK WESTERN—CANADIAN NATIONAL at Chicago, has been named assistant to assistant vice-president, freight traffic, for U.S. lines of the system. He succeeds **W. J. Gohr**, who was recently appointed foreign freight agent at Chicago.

**Frank Hagendorn**, division freight and passenger agent of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Davenport, Iowa, has been appointed division freight agent at Milwaukee, succeeding **G. C. Hittel**, retired. Mr. Hagendorn has been succeeded by **V. S. Rawson**, chief clerk to assistant freight traffic manager at Chicago.

#### MECHANICAL

**Ralph B. Fisher**, regional master car builder of the BALTIMORE & OHIO at Pittsburgh, has been appointed assistant superintendent, car department, at Baltimore, succeeding the late **George F. Patten**. **William C. Reister**, general car foreman in the DuBois, Pa., shops, succeeds Mr. Fisher.

**H. E. Brakke**, mechanical engineer of the NORTHERN PACIFIC, has been named assistant superintendent, car department, at St. Paul. He has been succeeded by **H. B. Hoesly**, engineer of tests, who, in turn, has been suc-

ceeded by **L. O. Hanson**, assistant to engineer of tests. **D. T. Capistrant**, car foreman at Como shops at St. Paul, has been appointed assistant shop superintendent at that point.

Mr. Brakke entered NP service as a special apprentice at Brainerd, Minn., in 1931 and later became assistant to general car foreman at Brainerd. He became mechanical engineer in 1952.

Mr. Hoesly joined the NP in 1940, also at Brainerd. He subsequently worked at Glendive, Mont., Como shops, and in the mechanical engineering department. He was appointed engineer of tests last October.

#### SIGNALING & COMMUNICATIONS

**Wilson H. Stilwell**, signal engineer of the LOUISVILLE & NASHVILLE at Louisville, Ky., has retired, and has been succeeded by **Philip P. Ash**, assistant signal engineer. Named to succeed Mr. Ash is **Vernon S. Mitchell**, assistant engineer in the signal department.

Mr. Stilwell joined the L&N in 1914 as signal supervisor at Paris, Ky., after previous experience with the New York Central. In 1923 he was ap-



Philip P. Ash

pointed assistant signal engineer at Louisville, and subsequently served as acting signal engineer until his appointment as signal engineer in 1928.

Mr. Ash became associated with the L&N in 1918 as a signal wireman. From 1919 to 1941 he held the successive positions of signalman, signal maintainer, signal draftsman and chief signal draftsman. He was named assistant signal engineer in 1941.

**H. T. Fleisher**, signal engineer of the CHICAGO & NORTH WESTERN at Chicago, has been named assistant chief engineer—communications and signals, succeeding **S. E. Noble**, who has retired. Mr. Fleisher entered railroad service in 1930 as special apprentice for the Pennsylvania. From 1936 to 1947 he held the successive positions of foreman, telegraph and signals department; inspector; assistant supervisor, and supervisor. He became

signal engineer of the C&NW and of the Chicago, St. Paul, Minneapolis & Omaha in 1947.

Mr. Noble began his railroad career in 1915 with the Delaware, Lackawanna & Western. He joined the North Western in 1917 as circuit draftsman, later holding the successive positions of chief draftsman, assistant engineer, general signal inspector, assistant signal engineer, signal engineer, and superintendent telegraph and signals. In 1946 he was named assistant chief engineer.

#### SPECIAL

**S. G. Guins** has been appointed assistant to director of research—president's office, CHESAPEAKE & OHIO, Cleveland.

**Yerby R. Holman**, associated with George H. Elliott & Co., management consultants, New York, has been appointed director of personnel of the WESTERN MARYLAND at Baltimore.

**Karl Wragg**, traveling accountant of the WESTERN PACIFIC at Elko, Nev., has been appointed assistant manager of labor relations at that point.

#### OBITUARY

**James D. Moffat**, retired chief engineer of the PENNSYLVANIA's Western region, died May 18 at St. Petersburg, Fla. Mr. Moffat entered the railroad and interurban construction business in 1905 in Indiana. In 1907 he became a transitman in the office of chief en-



James D. Moffat

gineer of the Pennsylvania's Southwest system, and subsequently was advanced to instrumentman, engineer in charge, assistant engineer, and assistant to chief engineer. In 1943 he was appointed chief engineer, Western region, at Chicago. He retired June 1, 1952.

**B. F. Russell**, retired auditor freight accounts of the LOUISVILLE & NASHVILLE at Louisville, Ky., died recently at Clark Memorial Hospital, Jeffersonville, Ind.



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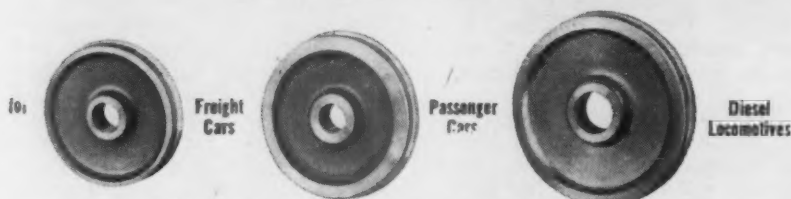
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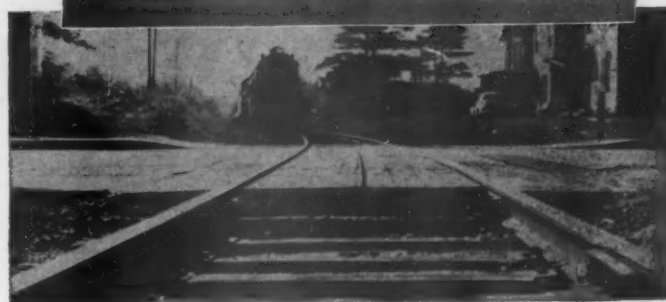
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